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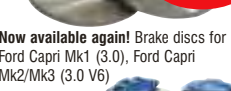


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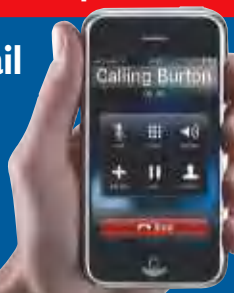
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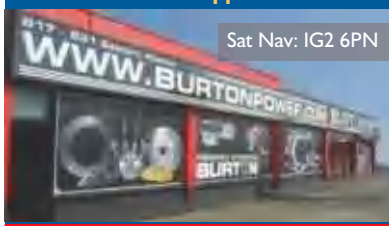
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Introduction

Got an interesting retro car? We want to see it! retrocars.ed@kelsey.co.uk



Kick starting a new series in this issue is Richard Stickland's TR7 on page 64. The new 'Reader Resto' feature is intended to showcase the work you guys put into creating your cars.

It's always an impressive achievement seeing a crusty old wreck turned into a completed car, and we'd love to see what you've been up to. So if you've got decent build pics throughout your car's transformation, get in touch via the usual channels and if they're of a good enough quality we'll get it in the mag!

We also need you if you've got a retro Japanese car – We're putting together a 'Retro Paddock' at Japfest on the 24th April, and if you reckon you've got something pre '95 and suitable, then drop johnjoe.vollans@kelsey.co.uk an email with your details, and if chosen you can be part of what's looking like being a truly awesome event.

Also awesome, if I say so myself, is this issue! Where else would you see a Trabant rubbing shoulders with a Porsche, a Frenza loaded with a 350bhp SR20DET engine, and a Daimler V8 rocking hydraulics? Feast your eyes on the assembled madness, and don't forget to check out the progress of our projects. Now we're on the way out of winter, we can get stuck into more meaty jobs, and the projects are progressing nicely - Although there does seem to be a couple of unwanted 'wheel-arch' interactions going on! Can't think why that is!

Enjoy the mag...

Don

the team...



Dan White, Editor



JJ Vollans, Managing Editor



Paul Sander, Designer

Retro Cars is now available digitally to download! See: www.pocketmags.com



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COMMUNIST ESTATE

Who'd have thought that a car that was built to be as cheap as humanly possible, has become an icon that represents the freedom of a nation!

Words and Photos: Jon Cass

The fall of the Berlin wall in 1989 was undoubtedly one of the most significant events of that decade. This was a scene everyone now over the age of 35 would clearly remember for the rest of their lives, and the news coverage at the time was crammed full of footage of the infamous wall finally tumbling down. For anyone into their cars,

this was the time of the Trabant, a symbol that would quickly become synonymous with the reuniting of Germany as a single country when the East Germans streamed into the West, more often than not on board a Trabant. Its styling and engineering may have been from a previous era, but this East German-built most basic form of transport suddenly had a place in everyone's hearts due to its connection with

such a historical and positive political event.

Twenty seven years later and the sight of a Trabant still raises a smile for most people worldwide, its 50's styling and tiny dimensions have become as instantly recognizable as a classic Mini or a VW Beetle.

Incredibly, production of the Trabant or Trabi as we know it began in 1957 and lasted some 33 years with very little in



the way of updating along the way. The original air cooled 500cc P50 with a top speed of 55mph lasted until 1962 when it was replaced by a similar, mildly facelifted design named the P60. With an air cooled 600cc engine under its bonnet in place of the 500cc, the P60 could muster an extra 5bhp, producing a grand total of 23bhp! Its successor in 1964 was the 601 and again

shared the same familiar styling. With a budget of virtually nothing, chief designer Dr Werner Lang somehow managed to develop the P60 into a roomier and more modern vehicle which continued in production virtually unchanged until 1991. Wind down windows instead of sliding windows, a parcel shelf fitted under the front dash and plastic wind defectors cleverly placed in the

upper segment of the rear windows provided draught free ventilation. Much use was made of sound insulation too, making the Trabant surprisingly refined on longer journeys, while the radiator grille could be removed via two wing nuts allowing instant access to the carburettor. A lack of moving parts (just nine in total) meant there was very little to go wrong.

VW took over the running of the factory and its antiquated production line for the last few years of production. On arrival, the Wolfsburg team discovered many of the workers were North Koreans who flew in and out on weekly designated flights, they also found a high disregard for health and safety on the factory floor. The famous bodywork with its Duroplast construction, based on phenolic resin coated with cotton, continued though a significant change was to appear under the bonnet. Purists would mourn the demise of the old two-stroke unit but in its place came the 1100cc four-stroke from the VW Polo, certainly not at the cutting edge of technology in 1989, but generations ahead of the outdated two-stroke!

Trabants are still a relatively rare sight in the UK, though those that are lucky enough to have one tend to be understandably enthusiastic about owning such a piece of automotive history! Among them is Liam Kelsall, whose late model Universal, or Estate as it's more commonly known first caught our eye at the Elsecar VW show last year. Grabbing more attention than the majority of VW cars parked nearby, we just had to take a closer look! "I was just looking for something a bit different," Liam laughs, "I was quite open minded about what to buy next, but I did fancy something a bit retro."

Now, we should explain here that Liam is a Vauxhall man at heart, having owned

numerous Corsas including a spec'd up C20LET model he's gradually modified over the last ten years. His first car was a Nova, which possibly explains his ongoing passion for the brand, but despite this, he's not restricted himself to just buying cars of the same badge. "If I like the look of something and the price is right, I wouldn't dismiss a car just because it isn't a Vauxhall," he explains. In fact, Liam's list of current and previous rides is a motley selection to say the least, Citroen 2CV, Peugeot 205GTI, Mini Traveller, VW Caddy, VW Transporter and two Bedford Rascal Campers, there's very little in the way of consistency, though few people would have predicted a Trabant would become his latest addition!

"I'd never actually seen one except on websites," Liam recalls, "I'd just made a tidy profit on my last work van, my Mini Clubman estate was being restored and I just fancied something a bit different to take to shows over the summer." As luck would have it, Liam spotted this Trabant for sale on a website, not too far away in Derbyshire, "it had been brought into the UK from Hungary in April 2013 by Mate Fegyver who then sold it on to a collector of random cars," Liam explains. Mate (pronounced Mattay) had added 16in Revolution wheels, universal arches and lowered the 1990 P1100 (essentially a P601 with a Polo engine) on Lada coilovers so it already stood out from a standard Trabant.

"I struck a deal with the collector and drove the car home, but the starter motor burnt out after a mile," Liam laughs, "I spent a few weeks trying to source a new starter, but Trabant parts are hard to obtain in the UK so I ended up using one from a Polo held in place using custom brackets." We should point out here, Liam is no stranger to fabricating his own parts and even tackling full restorations, though working on something as unusual as a Trabant he would soon find quite a challenge.

"Even before the starter was sorted I kept driving it as I didn't want to see it just parked up," Liam recalls, "I just bump started it all the time, its first major outing was to Dubfreeze, still with no starter!"

Even though this P601/P1100 had the Polo engine fitted, working out what parts are needed can cause major headaches as the codes are stamped IFA rather than VW, ideally you'd have a Polo donor car sat in the back of your garage! To improve the 1100cc's performance, there's now a Polo 1.3GT head, crank and pistons and the single point management has been upgrade to multi point injection. A full service also carried out by Liam and an ECU remap combined with the GT mods now gives the unassuming Trabby 70bhp as opposed to 45. Not a huge amount compared to figures of today's cars, but don't forget this is in such a lightweight tiny shell; a standard 2 stoke Trabant weighs in at just 600kg.

"Even before the starter was sorted I kept driving it as I didn't want to see it just parked up. I just bump started it all the time!"



Finned styling has definite echos of the Saab 96 Estate

Late spec model means that this Trabi has a VW Polo engine rather than a wheezy old two-stroke



As a serial modifier, Liam's now moved the Trabant on to its new lucky owner



To improve the standard front wheel drive handling which was in itself ahead of its time, Lada 1100 coilovers now sit up front while shortened springs are fitted at the rear. "The suspension is all independent on the four-stroke Trabants, the two-stroke versions had leaf springs so they were much easier to lower into the weeds," Liam adds. The benefit of independent suspension is much better roadholding and we reckon the stance on this one is killer anyway! In place of the Revolution rims are 15in Corsa banded steels, 7.5in wide on the front and an extra inch on the rear with stretched tyres. They sit perfectly inside the universal fibreglass arches, normally found on drift cars. "The arches had been fitted with cut down wood screws, but I changed these

to Allen key bolts to make a more solid fit," Liam tells us. His skills were put to use on the nifty sill protecting side bars, constructed from stainless steel handrails sourced from a supermarket trolley bay. Like the arches these give the Trabant a much wider appearance and fit neatly below the flanks.

The last VW engined Trabants left the factory with ugly body coloured grilles featuring huge slats more reminiscent of an air conditioning system on a building. Thankfully, Mate was able to source and swap the later grille for the earlier style which suits the classic shape much better. The black bonnet and Mk1 Golf cross hair headlamps are other neat additions, though the shell itself retains the traditional Eastern bloc beige which we just love.



Early-spec grille and Golf crosshair headlights look the part

The interior of a Trabant has always been a spartan affair, Recaro seats and mod cons really wouldn't suit it! Liam has added a few of his own touches including a brown carpet to replace the rubber matting, extra sound proofing to reduce the noise from the uprated fuel pump and a beer pump puller as a gear knob! Beaded seat covers sit on top of the aftermarket leather front seats and a rev counter has been fitted too. "The rear bench is still pink velour as it would have been when it left the factory, but at some point the front seats have been changed," Liam explains, "the leather didn't really go with the look I was aiming for, but the beaded covers made an easy solution."

The attention Liam's Trabant receives is none stop wherever he drives it, "even parked up at a biker's cafe, everyone was looking round it and asking about it," Liam laughs, "I've taken it to loads of shows where it's always been well received, it's been a great laugh driving it." As you may suspect, knowing Liam's car history, he's decided to move the Trabant on to make way for another project, this time a T25 VW camper on air ride. He also has his Mini Estate and Corsa to finish, so he'll be busy for some time.

This example of a modified Trabant goes to prove what can be achieved on a relatively small budget and just a quick search online reveals

some amazing Trabi transformations if you have the money to spend. They may be a rare sight in the UK, but with over three million produced in total, there are still plenty around worldwide along with a wealth of enthusiastic clubs. For a car that was originally expected to cease production in 1967 and became a laughing stock in the 80's - is the humble Trabant about to see a turnaround in popularity and become a more common sight over here? RC



You've just got to love the arch/wheel combo

specification

ENGINE: 1100cc VW Polo 4 cyl, Polo 1.3GT head, crank and pistons, Multi-point injection, remap, cone air filter

TRANSMISSION: Factory Polo 4 speed gearbox

SUSPENSION: Lada 1100 coilovers (front), shortened standard springs (rear), Corsa C banded steel wheels 7.5in/15in front, 8.5inx15in rear

BRAKES: VW brake disc conversion (front), drums (rear)

EXTERIOR: Factory beige paint, black bonnet, old style grille, universal fibreglass arches, VW Mk1 Golf cross hair headlamps, stainless steel tubular side bars

INTERIOR: Black leather front seats with beaded seat covers, rev counter, beer pump puller gearknob, brown carpet

THANKS: Casey Green, Mark Whitehouse at Revolution Rides, Steve, Andy and Stu

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And this one is no exception. As well as 130 bhp from its twin cam 2-litre engine, there's a ZF 5-speed box to lay that power on to the road.

Low profile tyres on alloy wheels reduce unsprung weight, and the suspension and brakes have been honed to an edge to match the performance.

So if you're the sort of driver who can handle a very quick car, your local Fiat dealer would like a word with you.

Oh, and by the way, if you already drive one of our competitors so called "hot" hatchbacks and you see a Strada Abarth coming up behind you, please move over.

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125bhp) which was a heady figure for the day, and comfortably over its immediate rivals. As the advert proudly proclaims it really was the quickest of its kind, just up until the Golf GTi 16v came along with 9bhp more, and performance stats that would equal, if not better the Fiat. But that aside, there's something undeniably cool about them. Just a shame that the ravages of time has meant that there's less than 10 remaining on the UK's roads. *RC*

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BACK IN THE FUTURE?

Is the DMC-12 about to make a reappearance in showrooms? We find out...

Rumours have been circulating for a while that the legendary DeLorean DMC-12 may be re-released in the US. Various websites and press outlets have been buzzing with the news that the star car from *Back to the Future* is to begin production soon, so we've delved a little deeper into the story.

Those with an interest in the DeLorean story will know that it was an ill-fated venture from the start. With ridiculous delivery deadlines, untested production methods, and a brand new factory created in a deprived area of Northern Ireland, John DeLorean's desire to create the ultimate sports car was riddled with issues. Huge loans from the UK Government, countless false promises, political unrest, and some 'interesting' accounting methods finally spelled the death of the marque, and the DeLorean dream in 1983. But the name, and the brand still exist, albeit with no actual connection to the original company. In 1997 Brit Stephen Wynne acquired the trademarks and huge stocks of spares and set up the Texas-based DeLorean Motor Company. They primarily sold spares, but also offered complete cars built from the extensive stock of parts – although there is no word on how many cars have been completed.



However, a recent change to new car legislation in the US means that small volume manufacturers can bypass the hideously expensive type-approval required by the big players. This means that getting a car to market will no longer cost millions and there's a very real possibility that DeLorean production can begin once more. With an estimate retail

of around £70,000 they won't be cheap, and there are significant hurdles for the company to overcome before production can begin, and we certainly hope they succeed! To keep updated on the progress check out www.delorean.com – and if you're interested in the car's history we can heartily recommend *The DeLorean Story* by Nick Sutton.



JAPFEST NEEDS YOU

As you'll no doubt be aware Japfest 2016 will be held at a new venue – Silverstone, on 24 April – And the organisers are putting together a 'Retro Paddock' which is where you come in. If you've got a pre-'95 show-standard Japanese car, whether it's an MR2, Celia, Supra or other model from the land of the rising sun then drop johnjoe.vollans@kelsey.co.uk an email with your details, and he'll be in touch if you make the grade. It's shaping up to be a fantastic show, and will make the most of the larger, more central location. For the latest Japfest news log on to www.japfest.co.uk, or search for Japfest on Facebook.



GOOD FOR A START

Thanks to its clever technology, the new Sealey E/START600 (£179.94) requires just five volts to jump start a vehicle. Simply connect it to the discharged battery and the unit will display the battery's existing voltage. It then draws power from it and energises itself fully within two minutes before pushing full power safely back through the starting system, jump starting the vehicle. Delivering 300A, it's butch enough to start a three-litre petrol engine or a two-litre diesel. The unit also incorporates a 'glow' feature making it suitable for starting diesel vehicles in cold weather. For more details visit www.sealey.co.uk.



QUICK THINKING

Jumping in and out of a weekend track toy is so much easier with a quick-release steering wheel mount, and it's an excellent anti-theft device when the car is left unattended. The weld on 3x50.8mm PCD Brown & Geeson (www.bg-racing.co.uk) system features a master spline positioned dead centre allowing the use of the steering wheel as a reference point, ensuring perfect realignment every time. Made from aircraft-grade aluminium and finished in elegant black anodising and bright yellow powder coating, it conforms to the latest FIA technical specifications. The 20mm steel splined shaft is available in 5/8-, 3/4- and one-inch diameters. It's priced at £89.99.



MINI DIZZY DRIVE

The original distributor drive spindle that was used in all classic Mini A Plus engines is now obsolete and no longer available from the factory or Xparts. However, Mini Spares has now produced its own version of the drive spindle, which is available as part number: 12G3560 at £78. The spindle is suitable for the 998cc A Plus block engines from 1981-on and the 1275cc A Plus block engines with a 12H engine number. For more details call Mini Spares on: 01707 607700 or visit: www.minispares.com.

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Top left: The only working-class man to ever own his own island – John Lennon is shot dead by gunman, and deranged ‘fan’ Mark Chapman in New York.

Chapman shot him four times in the back, and is still in prison to this day, having been denied parole eight times.

Above: When anyone who was a child in the 80s sees a Ferrari 308GTS they instinctively think of a moustachioed character by the name of Thomas Magnum – It’s doubtful you’ll remember much about the series other than Tom Selleck in his trademark Ferrari. **Right:** Pac Man was developed by Namco in 1980 and, despite its simplicity by modern standards, became a massively popular arcade game – and to date it’s arguably the highest grossing video game of all time, generating an estimated £1.7 billion pounds! **Left:** It would be hard to mention the 80s without mention of the legendary Audi Quattro. First revealed to the public at the Geneva Motorshow, it was a direct result of the then-recently changed rules allowing four-wheel drive in rallying. The rest, as they say, is history. Interestingly (or not, if you’re not a pedant) the original Audi Quattro has an upper case ‘Q’, but all subsequent models should technically have a lower case letter ‘q’.

1980

They say that it was better in the 80s... let's find out..

Right: Alton Towers’ Corkscrew is opened to the public. As the first double-inverting roller coaster in the UK the public were so desperate to have a go that waiting times allegedly reached 9 hours at their peak! All that’s left of it now are few sections of track as you enter the park, serving as a reminder to just how tame rollercoasters were compare to today’s thrill rides. **Far right:** At a time when manufacturers were unveiling groundbreaking front wheel-drive cars British Leyland decided to make do with a revised version of the (already dated) Marina, and came up with the Morris Ital! Proudly boasting styling by ItalDesign, we somehow doubt Giorgetto Giugiaro uses it on his CV! **Far bottom right:** At the end of April 1980 a group of armed men stormed the Iranian Embassy and held 26 people hostage – by the sixth day of the siege the gunmen, seemingly frustrated by the refusal of the Government to meet all their demands, executed one of the hostages, and threw his body out of the window! As a result the SAS were called in, and famously abseiled down the building, forced their way through a window and killed all but one of the gunmen. After the incident the SAS were overwhelmed with applications from people inspired by their heroic rescue. **Bottom right:** 1980 saw the release of The Blues Brothers. Jake and Elwood Blues madcap ‘mission from God’ resulted in an iconic film, and the destruction of over 100 cars, which was a record at the time.



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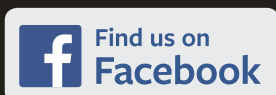
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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



SLICKER THAN YOUR AVERAGE

Packing a de-stroked S14 motor from an M3, but without the loud and lairy bodywork to advertise the fact, Dan Wilson's 320iS is anything but average.

WORDS & PHOTOS Dan Sherwood





Those 'in the know' understand that the 320iS badging means this is no mere 320



specification

ENGINE: M52 2.8 inline six cylinder with custom engine mounts, USDM M Power coil pack cover, custom alloy radiator from AH Fabrications, modified six branch E36 exhaust manifold and 323 type twin silence system, remapped ECU, 228bhp

TRANSMISSION: M20 Getrag five-speed, uprated clutch and lightened flywheel, custom propshaft, E12 M535 LSD conversion including dual billet "dog bone"

SUSPENSION: Front: LEDA coilovers rebuilt by Gaz UK, polybushes, F&R strut-brace Rear: Ford Escort coilovers modified to fit and rebuilt by Gaz UK, polybushes

BRAKES: Front: WMS billet four-pot brake calipers and Hawk fast road pads, braided hoses, SMC Remote servo install with whole braking system redesigned and rebuilt. Rear: E30 rear calipers, Hawk fast road pads, braided hoses

WHEELS AND TYRES: 9x15in Rota alloys painted in gold and black, 205/50x15in (front) and 215/50x15in (rear) Marangoni tyres

INTERIOR: Recaro seats on custom mounts, Safety Devices harnesses, dash mounted panel for additional STACK gauges, Momo Prototipo wheel, Storm billet gear knob, rear half cage, new carpets cut to fit, custom concealed fuse box

EXTERIOR: 1982 316 BMW E21 non sunroof repainted E46 M3 Laguna Seca Blue, modified wheel arches with subtle flair, single wiper conversion

THANKS: Thanks to Mick Rodgers @ Pristine Bodyworks, Joe Geach @ ARM BMW, Lars @ AH Fabrication, Claire (for her being extremely patient & understanding), Kyle Clinton for re-making and improving the quick rack and Kevin "I'll sort that bodged exhaust"

As a great man once said –
“speak softly and carry a big stick”



First impressions can be deceptive. Take 26-year old industrial electrician Dan Wilson’s 320 for example. If you saw it drive past you on the street, you may glance and be impressed by the immaculate diamond Schwartz paintwork. You may even be taken in by the way in which the M-Tech bodykit perfectly frames the 8x16in Compomotive alloys. But what you wouldn’t expect, is what lies beneath the gleaming mirror-polished bonnet.

“Not many people even know what it is,” laughs Dan, when we meet him and his stunning E30 in a tower-block strewn estate near his home town of Ely in Cambridgeshire. “Most people just think it’s a standard 320 with a bodykit... until I blast by them like they’re standing still, that is!”

You see, Dan’s E30 is not your average 320. Yes, it shares the majority of its components with the more common variant, but the engine and transmission hail from a much more majestic model. The keen of eye may have got an inkling of this from spotting the

car’s little anomalies; things such as the fact that the steering wheel is on the wrong side, or the addition of an unusual ‘S’ sitting next to the chrome boot badges on the rear. But it’s only when Dan opens up the bonnet that the car’s true lineage becomes clear...

“The 320iS was a special model designed exclusively for the Italian and Portuguese markets,” explains Dan, reciting the routine script he uses for when people’s reactions to the car leave them scratching their heads in confusion. “Back in the late 80s, Italy and Portugal levied extremely heavy taxes on cars with a capacity exceeding 2.0-litres. That meant that many sports cars, such as the M3, which tipped the displacement scales at 2.3-litres, were effectively too expensive to run and sales began to suffer as a result. To rectify the deficit, and to provide a viable sports solution to our pasta-eating, BMW-loving cousins, BMW introduced the 320iS. It features the same block and transmission as the M3, but uses a shorter stroke to reduce displacement down to 1990cc, bringing it under the crucial tax band limit.”

And with that, the iS was born and, due to its relative rarity and exclusivity, has become a seriously seductive model for E30 fans across the globe.

“I think the E30 has a timeless classic beauty about it that means they look as good today as when they were new,” says Dan, nonchalantly wiping a greasy fingerprint from the car’s flawless bodywork. “I’ve always loved them, in fact, this is the eighth one I’ve owned.”

As an avid E30 fan, it’s of little wonder that Dan’s dream car would be the brutish M3 variant, however, as a realist, he knew that the costs involved in acquiring a spotless M-car were simply too much to bear.

“For me, the iS has always been the car to have, as to get a decent E30 M3, you need to have seriously deep pockets,” states Dan. “This is down to most M3s being either stratospherically priced, or in need of a huge amount of work to bring them up to scratch. Luckily, the iS was neither.”

Dan bought the iS from Edinburgh, after finding the car advertised on Pistonheads,

“I think the E30 has a timeless classic beauty about it that means they look as good today as when they were new”

where it was previously owned by a fellow BMW enthusiast who had already begun to carry out some select modifications.

"The iS was in pretty good condition when I went to see it. It already had an M-Tech II body kit, carbon-fibre touring car-style inlet manifold and a set of H&R coilovers fitted. However, I could tell there were still a few areas which could be improved upon," recalls perfectionist Dan, who flew up to the Scottish capital to take a test drive in the car back in October 2009. "Even though it wasn't perfect, it had recently been retrimmed and resprayed, was up for the right price and was totally rust free, so I parted with the £8k asking price and began the six-hour drive back home to Cambridgeshire."

With many 320iSs being imported from Italy, a country which doesn't salt its roads in winter, the dreaded red rot is usually not a problem, but as with any car of a certain age, it's always best to check.

On getting the car home, Dan gave his new purchase a thorough going over to see the extent of the work needed to bring it up to his exacting standards.

"The first part I replaced was the timing chain and the tensioners, as they had become a little slack and needed changing," Dan says. "The valve clearances and fueling also needed adjusting, and the clutch master cylinder and heater matrix needed replacing too. Fixing the

clutch wasn't too bad – however, swapping out the heater matrix was a nightmare: it was a four-hour job, which involved removing the steering column and pedal box to gain access."

Dan also stripped and rebuilt the 320's H&R coilover suspension, which was suffering from general wear and tear, and replaced all the bushes with uprated polyurethane items. A set of Racing Dynamics adjustable anti-roll bars and strut braces were also fitted, along with E30 M3 eccentric control arm bushes and Ireland Engineering billet aluminium rear top mounts to stiffen-up and enliven the chassis.

"Getting the suspension right was crucial," comments Dan, "as I wanted to ensure the handling would be able to make the most of the power from the de-stroked M3 mill."

With the car's mechanical niggles sorted, Dan could get on with what he does best: detailing.

"I must have put at least 100 hours into cleaning, polishing and restoring the paintwork alone," smiles Dan, remembering the elbow grease that has gone into achieving the car's flawless finish. "It's something I do with all my cars. I'm well known for being a bit of a detailing freak on the *E30Zone.net* forum."

Another one of Dan's trademark modifications is in his choice of rolling stock; in this case the 8x16in Compomotive TH1680 alloys wrapped in slightly stretched Toyo T1-R

tyres. "I actually got the wheels even before I got the car," says Dan. "I had to order them directly from the manufacturer as they had stopped producing this design, in this finish. In the end they made me a one-off set. They took around five-months to arrive, but I'm more than happy with the look, as they set off the car perfectly."

As a self-confessed fan of the Euro-style of modifying, where smooth and spotless bodywork and distinctive small diameter rims with stretched tyres are de-rigueur, Dan's made sure the 320 fits right in. However, he's keen to stress that although it may have been built with looks in mind, it's still driven hard at every opportunity.

"I love giving it some stick when I can," says Dan with a wide smile as he fires the de-tuned M3 motor to life. "The sound of the touring car-style inlet manifold alone is worth the cost of the extra unleaded."

As he blips the throttle, the noise from under the bonnet is immense. Reverberating between the high-rise tower blocks makes the sound even more intense and we can hear why Dan is such a fan.

"With a set of Schrick cams, Alpha N management and a full stainless steel Supersprint exhaust system, the engine pulls like a train," comments Dan, nailing the loud pedal again for effect. "And combined with

"Getting the suspension right was crucial, as I wanted to ensure the handling would be able to make the most of the power from the de-stroked M3 mill"



Uprated suspension means that the E30 is great fun to chuck around

Compomotive wheels are the perfect choice for this semi-sleeper



Sumptuous cabin had recently been retrimmed, so it's literally as good as new



Close ratio 'dog-leg' M20 gearbox was an option on some models

a shifter lifted from a Z4M Coupe, which effectively acts to shorten the throw of the E30's gear stick, it means you're in for some really rapid progress.'

And it's that pace, combined with the subtle bodywork, that wipes the smiles of many a hot hatch owner's face, as Dan shows them a clean pair of pipes. Only the deep M-Tech II bodykit gives the game away that this 320 may be more than it seems. However, fresh from the factory, the iS is much more subdued.

"Unlike the M3, which was built primarily as a homologation special for racing purposes, the 320iS was always destined for the road," explains the BM-fan. "That's why, from an exterior point of view, the car shares more with the 320 than the M3, but for me, that's actually part of the appeal, as it makes it more of a sleeper."

With nearly 230bhp available at the press of his right foot, Dan's slick 320 will give fully blown M3s a run for their money and blow any 320 wannabes into the weeds.

"For me the iS is the best all round package," says Dan. "It's got the power and performance on an M3, all wrapped up in a classy Italian designer suit instead of the loud and lairy looks of the box-arched M3."

And after a day sampling the delights of what Italian and Portuguese BMW fans take for granted, we can say that, like Dan, we're absolutely smitten too. His sweet 320iS strikes the perfect balance between performance and understated style and is one car that is definitely slicker than your average. RC



Absolutely bonkers
6R4 in period livery



AUTOSPORT INTERNATIONAL 2016

We head over to the NEC to check out the motorsport themed show, featuring the best the industry has to offer.

Words: Dan White Photos: Dan Sherwood & John Joe Volans

Some shows need little introduction, and Autosport International is one of them! It's the traditional show season opener, but it's a little different from regular car shows, in that it's largely trade based. The first few days are purely for press and trade, with no public attendance. It's a great opportunity for companies to reveal

what they've been working on, and many meetings are held as deals are struck, plans are hatched and new working relationships are formed. Indeed there were a raft of new small-scale track cars announced and many new-to-market products on display – a good many of them are race-orientated, as that's what makes up the lion's share of the show – but there were also plenty of road-based companies,

numerous car club stands, a collection of show cars, and the famous Coys Auction – which had some real belters up for grabs for those with deep fur lined pockets!

Oh, and then there's the promo girls, let's not forget them! Many stands wheeled out smiling honeys whose sole purpose is to lure us, mermaid-style, onto their stands. God bless Lycra! RC



Not your average tyre
manufacturer's demo car





Jaw dropping Caddy on the Auto Finesse stand



MMR E30 V8

Sitting proudly on the Bilstein stand was this monstrous E30. Created by Max Marshall Racing 'Betty' as it's affectionately known is loaded with a twin turbo M60 V8. It was initially created in 2012 for the British Drift Championship, but has since been rebuilt to its current spec. The work that has gone into this BMW is staggering, literally having been built from the ground up to accommodate the massive engine and pair of huge turbos. It features a Quaife sequential gearbox, massive Alcon brakes and a whole lot of fabrication. We'd love to see this thing in action!



Twin-turbo V8 E30 is simply epic





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PV SHOW - 12TH JUNE - SANTA POD - PVSHOW.CO.UK
JAPFEST 2 - 26TH JUNE - ROCKINGHAM - JAPFEST2.CO.UK
MINI WORLD LIVE - 10TH JULY - ROCKINGHAM - MINIWORLDLIVE.CO.UK
FORD FAIR - 7TH AUGUST - SILVERSTONE - FORDFAIR.CO.UK
MINI IN THE PARK - 14TH AUGUST - SANTA POD - MINISHOW.CO.UK
TRAX - 25TH SEPTEMBER - SILVERSTONE - TRAXSHOWS.CO.UK
FORDFEST - 18TH SEPTEMBER - SANTA POD - FORDFESTSHOW.CO.UK

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THE FAST CAR FESTIVAL - 30TH TO 31ST JULY
DONINGTON PARK - THEFASTCARFESTIVAL.CO.UK
JAPFEST MOTORSPORT HEROES - 11TH SEPTEMBER
HOP FARM, KENT - JAPFESTMOTORSPORTHEROES.CO.UK

JAPFEST

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MAD MAX MUSTANG

Purists avert your eyes right now, as this one certainly isn't for lovers of clean originality. Sitting aggressively on the Nankang stand was this jacked-up, supercharged Mustang – named 'Magnum Opus'. It's not the actual one used in the film, but a recreation intended to publicise the *Mad Max* game. Shockingly it's based, not on some kit, but on an original 67 Mustang. Still, it made a refreshing change from the pristine polished perfection surrounding it.



There's a genuine 1967 Ford Mustang under there somewhere!



Seriously cool siblings. Which would you have?



The RSOC put on a great display as usual



The indoor action arena featured some wild rides



HOT HATCH HALL OF FAME

Tucked at the far end of one of the halls was the Hot Hatch Hall of Fame line up. It featured all the usual suspects, 205GTi, Golf Mk1/2 GTis, Renault 5 Turbo etc, but also a curious addition of a Simca 1100ti, or at least the UK equivalent, as they presumably (and understandably) couldn't find one on UK shores. Claimed to be the first true hot hatch, although some may find that debatable! Still, it was great to see a cool collection of icons assembled under one roof, and gave us many a moment wistfully remembering how good these cars really were, and in many cases still are.



If you could take just one of these home with you, which would it be?



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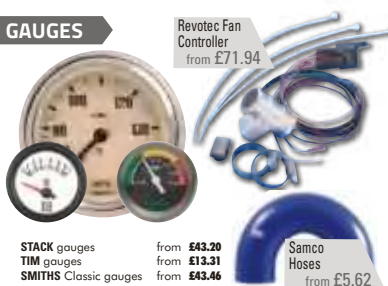
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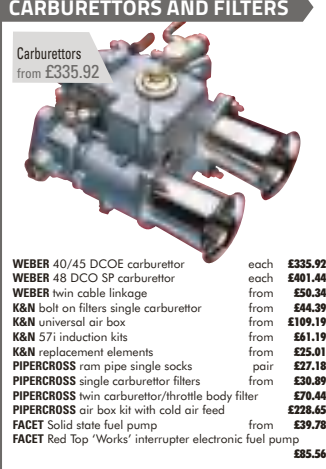
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RED HOT DUTCH



When it comes to attention to detail, Dan Dutch's custom Mini Thirty will take your breath away. But as we discover, it's got the power to back up its stunning looks.

Words Jeff Ruggles Photos Matt Woods



For the vast majority, a rear light cluster is an unremarkable bolt-on part that you fit and largely forget, but not so for Dan Dutch. Before refitting the clusters to his stunning Mini Thirty, the 24-year-old mechanic from the Isle of Wight wet-flatted them perfectly smooth and polished them to a mirror finish – a move that he admits no one really notices, but is all part of his staggering attention to detail. If he's willing to go to such lengths with a humble rear light, then what on earth is the rest of the car like?

Incredible is the honest answer. Working in a regular domestic garage, Dan has joined forces with his father Dave and uncle John to create one of the most impressive Mini builds around. Its breathtaking looks have already caused a storm in the Mini scene and wider retro circles, but it's not all about appearances. Thanks to a painstakingly-built 1380cc motor, trick underpinnings and a whole host of custom parts, it's got more than enough go to match its show. So where on earth do you start when creating a Mini of such an amazing standard?

Dutch courage

As it turns out, the project started with far more modest ambitions. "It was my first car, which I bought at 17," says Dan. "I learnt to drive in it, and passed my test in it. It was very clean before it came off the road, with only a few bubbles under the headlight, so the original plan was a quick tidy up and blow-over, and then to use it. But when we saw it wanted a wing we thought we better do the front panel, then the scuttle, and it went on like that. It was never meant to be like it is now!"

Fortunately, Dan was in the enviable position of having Dave and his uncle John on board to help him restore the car. Handily John has previous with Minis, firstly as a hobby and then as a business. "I started getting into Minis in the early 70s, doing them up for myself," he explains. "I was working an electronic wireman building radar equipment for the MOD. I was bored with the wiring, so I started doing cars for others and thought I could make a business out of it. I just took a chance, and set-up JD Motors, initially for general repairs, MoT work and welding. I did spraying as well, doing all my own metalflake paintjobs and that sort of stuff."

John's efforts culminated with a chopped Minivan being featured in *Street Machine* in 1979. "I rolled the van and had to put a new roof on, that's how the Mini chop started. I did about eight of them I think, including chopping a Pick-up down by seven inches. I thought I'd retired a couple of years ago, but then Dan started this project."

Dan and John were able to completely restore the Thirty's bodyshell, using Heritage panels throughout and spot-welding them as per original. These included new wings, a front panel, A-panels, a scuttle, a driver's doorskin and a pair of outer sills. Endless hours were put into getting the panel gaps right, even to the extent of re-fabricating the new wings to ensure they were correct.

Meanwhile, various other localised repairs had to be made to areas like the boot floor and front damper mounts. The inner sills were also repaired to factory spec, and an awkward hole in the corner of the roof/windscreen



surround dealt with. The rusty passenger door could be replaced by a new old stock Leyland item, but the window frame had to be swapped as John had originally cut it down for his chopped van. The door frame was then re-profiled to ensure it matched the curve of the door aperture perfectly – a real example of going the extra mile. “I’d had that door sitting around for more than 35 years,” says John “After I gave it to Dan I realised how much it was worth!”

Further work to the shell included tubbing the rear arches to allow for lower ride height, and beefing-up the damper mounts, while Dan also removed the bonnet lip to suit a Mk1 grille and lightened the frame with a hole saw. Normally it would then be a case of prep and paint, but not here. After the weldathon, much of the car was dry-built to ensure everything fitted perfectly, before being stripped again ready for a full inside and out respray.

A pal that used to work with Dan, Adam Burton, was entrusted to complete the final prep and paint, but even at the 11th hour Dan had yet to decide on a colour. “The original colour is nice, but it’s not that nice,” he says. “We didn’t even know what colour it was going to be the night before it was going to be done. We had blue chips, white chips, yellow and red. I decided on white but still with the Thirty stripes, then we drove past a Renault garage and saw this colour on a Clio. We went in there, and had to explain we weren’t interested in the car, just the colour code!”

The Mini is now resplendent in Renault Intense Red, which is a bit brighter than the standard Cherry Red and really comes alive under sunlight. However, it doesn’t detract from its original identity, especially with the original-spec pinstripes and Thirty decals. In fact, it’s the stripes that have set the tone for the rest of the car’s styling. Black, carbon-fibre and gold details prevail throughout, and really add to the unique looks. “You get a vision in your head, and I always wanted it to be recognisable as a Thirty,” says Dan.

The completed exterior is a mix of subtlety and stance, with the classic Mk1 grille and stainless bumpers combined with carbon-fibre Miglia arches and absolutely perfect wheel and tyre fitment. The wheels themselves are 7x13in Force Racing SLD items, and have always been high on Dan’s list of wants. The rims have been polished up for even more shine and wrapped in Yokohama A048R tyres, while the arches were from Arc Angels. “It took two weeks to fit them,” he says. “They were trimmed to the right width, and the lips were cut to suit the wheels. The mirrors are also carbon-fibre and were found on eBay. I was looking for some in this style for a long time.”

One-off touches

Although it’s the exterior that makes the car really stand out, the bits you can’t see push the envelope even further. It’s an oft-used cliché to say a car is as good underneath as it is on top,

but in this case it’s true. As if the immaculately body-colour underside wasn’t enough, the bespoke running gear is immaculate too. A fair bit of the credit for this goes to Dan’s dad Dave, an ex-MOD engineer who enjoyed considerable success in grasstrack racing and auto testing alongside John. Any time something has needed fabricating, Dave has been able to help the project along. “I run my own little machine shop, DD Engineering, for any custom bits,” he explains. “Anything one-off I’ve got involved with.”

Starting up front, the front subframe has been extensively lightened to the extent it now resembles a colander, before being seam-welded to restore strength. Mini Sport Group A tie-bars and heavy-duty bottom arms have been fitted to sort the geometry, while Mini Sport four-pot calipers on 8.4in grooved and vented discs provide the stopping power. In place of the standard rubber cones are now Gaz Gold coilovers – although that wasn’t as simple as it sounds. The coilover units now sit an inch higher on a modified top bracket made by Dave, with the bottom brackets also re-made in heavy duty steel. “Before, the springs were not compressing properly, so we’ve moved the bottom point out further and the top in to make it a more natural movement,” says John. “That’s how it’s been – you fix one problem on it and two more come along.”

At the rear, things are even more weight-conscious. The standard subframe has been

Even the most hardcore Mini enthusiast would be hard pressed to spot all the details



replaced with a TDK beam, but true to form, this couldn't be left alone. The toe adjustment facility wasn't deemed to be up to scratch, so it's been modified with a neatly-fabricated device to ensure the settings can't alter as everything is tightened. This has been combined with KAD radius arms and finned aluminium drums, and as you'll have gathered by now, it's all beautifully presented. At both the front and rear, everything has been colour-coded to match the exterior colour scheme, with the rear beam, steering rack and CVs painted in gold, matching anodised front calipers, silver radius arms, front hubs and top arms. Amazingly, Dan has even wrapped the driveshafts in carbon-fibre film. "Well, I couldn't just paint them, could I?" he asks.

Engineered to perfection

Under the bonnet, the brilliance continues. With John and Dave having almost 40 years of experience, there was no way Dan's car could have a run-of-the-mill engine and gearbox. The pair came up with the Dutchspeed name when they started racing to promote the engine side of the business, and even now John builds about eight to ten units a year for people. Many of his trade secrets have gone into this one, but what we can tell you is that the bottom end is bored to 1380cc and fitted with a cross-drilled and ni-tempered crankshaft, a centre main strap, Omega forged pistons, lightened polished and balanced con-rods with ARP bolts and a





You don't expect luxury in a Mini – but there's no shortage of it here!



Swiftune SW10 billet camshaft. It's also been dry decked, and fitted with a one-off head with special inclined ports – a mod that harks back to the 70s and is designed to create a more direct passage of fuel/air mixture from the carb to the combustion chamber. In this case the carb is Weber 40DCOE, with exhaust gases exiting through a Manifold large-bore LCB and 2in system. Much as with the rest of the car, preparation was the key. "I dry-built the engine three times before I finally put it together, to test all the clearances, and modify the oil ways and water ways so it's at its maximum efficiency," says John.

The gearbox is the earlier remote-change item, with a custom bracket fabricated to suit the later shell's tunnel. The 'box has been heavily beefed up with a straight-cut close-ratio gearset, straight-cut drop gears, semi helical crownwheel and pinion and a cross-pin differential, plus a rally clutch plate and orange diaphragm. With a 4.3:1 final drive and a 12.5:1 compression ratio, this is clearly not a long distance cruiser, but for blatting about it's perfect and should produce some impressive figures when it's taken to the mainland and put on the rolling road. It's already covered around 1200 miles, with the first 1000 completed in Dave's Pick-up to ensure the motor was run in and avoiding the need to tinker too much when it was fitted to the Thirty.

With an engine like this you can't just go throwing on any ancillaries of course, and the underbonnet area has proved to be another showcase for Dan's attention to detail. There's the usual bits you'd expect on a hot Mini, like the WOSP hi-torque starter and compact alternator, but these have been combined

with a host of bespoke parts. Dave was able to make the polished aluminium Weber box and bespoke oil catch tank, while the Radtec radiator has been modified to ensure it sits lower and doesn't foul the wing. This also meant cutting down the fan blades, but an auxiliary electric fan ensures it keeps its cool in traffic. It's also remarkably clutter free – there's no servo, and Dan has done away with the heater as he didn't want hoses going through the bulkhead. You may have noticed that the ignition coil is absent too, but it's actually hidden up behind the front panel. John was able to use his electrical skills to build a custom wiring loom, meaning everything is incredibly neat and tidy.

Staying in the engine bay, our eyes are also drawn to the gold anodised DSN engine steadies and thermostat housing. These are deemed a trick addition to any build, but again they've been fettled. Dan received gold DSN interior door handles anodised in a custom gold as a birthday present, so the engines steadies were duly sent off to AFC Anodising in Gosport to be stripped of their red finish and re-coated in matching gold. And, for the ultimate in detail, Dan has ensured the weave on the carbon-fibre insert in his custom aluminium oil filler cap lines up exactly with the weave on the top radiator bracket. It's the same story with the custom centre caps on the wheels, and even the dots on the tyres have been arranged to line-up perfectly. The majority of us mere mortals would never even consider this kind of thing, but Dan has, and it's what really sets this build apart.

The final piece of the jigsaw was the interior, which is another great mix of bespoke parts and ideas.

The original Mini Thirty rear seat and doorcards have been teamed up with a pair of Cobra Classic bucket seats, and they've been retrimmed in black leather and diamond-stitched Alcantara with red piping. "They were done by a guy in Cowes called Jack Giacomeli," says Dan. "He normally does boat interiors and pub seats. I just told him what I wanted and he did it."

The dash is also custom. The top and bottom rails were flocked several years ago by a company called Get Flocked, and there's a neat carbon-fibre switch panel. Dan has also decided against a full-width fascia in favour of retaining the original binnacle, deleting the vents and heater and using Alcantara to trim the rest of the area. "Most people when they have a Weber box just have a flat dash, but I've never liked them," he explains. Of course, the dash binnacle has been extensively modified, with the stock three-clock layout ditched in favour of a cool five-dial arrangement. "It's the original surround with the middle cut out. Two new blades were fabricated to hold it to the bulkhead, and the centre is a sheet of carbon-fibre with Smith gauges. I bought those when I first got the car."

Elsewhere you'll find a black headlining fitted with assistance of Dan's mum Sally, a Sparco suede-rim steering wheel (with a carbon-fibre centre to match the dash and switch panel), red carpets, lightened seat mounts and a white nylon gearknob. "That was made from a solid bar of nylon, which we put in the lathe, wet-flatted and polished."



You know you're pushing boundaries when the inside of the wheels sits in line with the bodywork!



Winning formula

After the best part of four years work, the car was finally completed the day before the National Mini Cooper Day at Beaulieu. Here it won its class in concours, followed by the Car of the Show award at the Retro Show at Santa Pod. Such accolades are reward for Dan's hard work, but he admits it's been hard going to build a car to this standard. "Every single job on it has fought me," he confesses. "I'd get home from work at six with the aim of getting something fitted that

evening, and it would need modifying to go on. What started as a five-minute job would end up taking all day."

Dave admits that there are times when he didn't know how his son would carry on with the project, but his determination and a bit of family motivation helped see it through. "There were three fussy people driving each other mad, which meant everything got moved up two bars," he says.

Still, they stuck at it, and Dan now has a Mini that he can be really proud of. But like

any project of this nature, he's not done yet. "It'll never be finished will it?" he admits. "I plan to do a few more shows this year, then maybe I'll start messing about with the engine. I'd love a seven-port head on it, just for the noise if anything."

For now though, it's up to us to marvel at what Dan's created. Although he never set out to achieve perfection, he ended up with what must surely be the best Mini Thirty out there. First cars were never meant to be this good... RC

specification

ENGINE: Dutchspeed Racing 1380cc A-Series, cross-drilled and ni-tempered crankshaft, centre main strap, Omega 73.5mm forged pistons, lightened polished and balanced con-rods with ARP bolts, Swiftune SW10 billet camshaft, modified oil and water ways, dry-decked, one-off big-valve incline-port head, 12.5:1 compression ratio, 1.5 ratio full roller rockers, featherlight steel flywheel, aluminium backplate, orange diaphragm and rally clutch plate, Piper lightened duplex timing chain, modified oil and coolant pumps, Swiftune CSI distributor, Radtec four-core aluminium radiator modified to clear wing lip, black silicone hoses, WOSP hi-torque starter, compact alternator, custom-made catch tank in polished aluminium, DSN steady bars re-anodised in gold, DD Engineering race coolant pump pulley, modified fan, carbon-fibre top radiator bracket, electric Rover V8 fuel pump, Filter King pressure regulator, Weber 45DCOE carburettor on 3.5-inch Manifold inlet, Manifold large-bore LCB in titanium wrap, Manifold two-inch bore exhaust system, custom wiring loom

TRANSMISSION: Four-synchro remote-change four-speed gearbox with straight-cut close-ratio gearset, straight-cut 1:1 ratio drop gears, semi helical crownwheel and pinion with 4.3:1 final drive ratio, cross-pin differential, lightened remote housing and transfer gear housing.

SUSPENSION: Lightened and strengthened front subframe, lightened tower bolts, poly subframe mounts and poly bushes throughout, Gaz Gold coil-overs with custom-made top and bottom mounts, Mini Sport Group A tie-rods and heavy duty adjustable bottom arms, competition track rod ends, two degrees negative camber (front), TDK rear beam with custom toe adjustment, KAD aluminium radius arms with KAD handbrake quadrants and shortened cables, Gaz coil-overs with offset top pin, one degree negative camber (rear)

BRAKES: Mini Sport four-pot callipers with vented and grooved EBC discs and EBC Greenstuff pads (front), aluminium finned drums with Mintex shoes (rear), adjustable pressure regulator valve under rear seat, Goodrich braided hoses all round, rigid pipes run internally

WHEELS AND TYRES: 7x13in Force Racing SLD three-piece split-rims with polished rims and gold anodised centres, 175/50x13 Yokohama A048R tyres

EXTERIOR: 1989 Mini Thirty fully restored with Heritage panels including new wings, front panel, A-panels, scuttle and outer skins, NOS passenger door, reskinned driver's door, strengthened jacking points, rear arches tubbed and damper mounts strengthened, custom-made aluminium bulkhead box, modified carbon-fibre Miglia arches, carbon-fibre race mirrors, Minivation bonnet hinges, Mkl Morris internal-release Cooper grille, stainless bumpers, clear indicators, Mini Thirty graphics, Renault Intense Red paint

INTERIOR: Mini Thrity rear seat and doorcards with Cobra Classic front bucket seats retrimmed by Jack Giacomelli in black leather and diamond-pattern Alcantara with red piping, matching dash trim, flocked top and bottom dash rails, custom carbon-fibre dash panel with Smiths gauges, Sparco steering wheel, black headlining, gold anodised DSN door furniture, red carpets, custom embroidered rear parcel shelf.

THANKS: Dan would like to thank: "The Dutchspeed Racing team, Darren Taylor for the TIG welding, Jack Giacomelli for the interior, Adam Burton for the paint, Andy Hocknall at Hocknalls Coal and Smokeless Fuel for the photoshoot location and mum Sally for putting up with it all."

'TERRACOTTA WARRIOR'

'This is what you get when you mix one of the prettiest
Vauxhalls ever penned, with the running gear
from a Nissan 200SX'

Words: Jarkle Photos: Matt Dear



There are those that whine about the UK tuning scene being stagnant, too reliant on 'stance' at the expense of other aspects of car tuning and modification. People complain that the scene is dominated by the same types of cars, with little in the way of originality, or boundary pushing. But if there's one thing that we pride ourselves on here at *Retro Cars*, it's unearthing hidden gems, cars that make you sit up and take note, cars that make you involuntarily mouth the word 'wow'. And this is just such a car. Those of you with an interest in older Vauxhalls will be able to identify it as a Firenza, Vauxhall's pretty coupe that was intended to go toe-to-toe with the Capri. It's probably fair to

say that in this respect it lost, certainly as far as sales were concerned, though there's no denying that the guys at Luton got the looks spot on. Thing is, this is no ordinary Firenza. This is how a Firenza would look if it'd taken a series of wrong turns in life, gone off the tracks and come back fighting, still bleeding and looking mightily hacked off. It's the work of Ben Daniels of Shitluck Garage and it's clear that the man has a knack for building truly aggro looking cars.

"I've always been into old school Opels and Vauxhalls, ever since I used to walk past a Manta A on my way to school," Ben recalls. "I clocked my first Firenza, the one I owned before this one, while I was learning to drive. I passed my test, then went back and bought it."

That particular car didn't stay in Ben's possession for too long, being built up and sold on thanks to some faintly ridiculous insurance premiums, but it certainly whet his appetite and did nothing to quell

his love for old school griffins. This car was originally spotted for sale on eBay half a decade ago and Ben just couldn't resist bidding, hence why a few days later he was heading back home with a decidedly tired looking Firenza on the back of his truck.

"It's clear that it was a basket case when I look back on it, but at the time I was young and naive and loved the car so didn't have any qualms about diving in with the welding."

Even at this early stage, Ben knew that he wanted to try something a little different with this car. There was never any notion of fitting anything as conventional as an XE, a LET or a 'slant four,' and at first it appeared that old school eight-pot grunt would get the nod, with a friend turning up at Ben's garage, raving about a turbocharged Rover V8 he'd spotted in the local breakers. Sceptical at first, Ben eventually relented and agreed to go down for a closer inspection, whereupon he found the boosted V8 as described, though still very much embedded in a Range Rover Classic.





SR20 is an inspired choice for this Firenza's engine swap

"We spent the day pulling it out and taking it back to the unit, then the next few months chopping a massive hole in the transmission tunnel in order to fit the Rover gearbox and bell housing in the car. I got as far as mocking up the engine and transmission and even looking into sorting the clearance issues before I spotted another Firenza for sale on eBay, complete with a turbocharged Rover V8."

It was back to the drawing board then, with only a gaping chasm in the centre of his already crusty Vauxhall to show for it. Ben had already decided that he wanted to retain as much Firenza as possible so there was no question of space-framing or simply dropping the Firenza's shell onto something suitably left field. Then, just to compound Ben's troubles, his Nissan 200SX decided to expire and he was forced to give it a fairly extensive rebuild. It was only when he'd put it all back together and was sitting back to admire his handiwork that he realised what he should've done, stuffed the Nissan's running gear into the Firenza gathering dust in the back of the workshop. He began to undo all his good work almost immediately, reasoning that at least this way he had a very good idea of how everything in a 200SX went together, then set about working out how to transplant its SR20DET and five-speed gearbox into the Vauxhall.

The need to retain as much Luton steel as

possible ensured that Ben was in for a great deal of head-scratching. The aborted V8 swap had left him with way too much space around the transmission, while lining everything up in a precise manner was complicated by the relatively poor state of the car itself.

"Most of the Firenza architecture is still in place, I just re-built the transmission tunnel around the gearbox, fitted Nissan suspension towers and tubbed the rear arches," Ben explains. "The chassis legs and most other bits from the bulkhead back are all Vauxhall though."

Both axles, suspension mountings, uprights, and hubs are all Nissan. This makes a lot of sense when you consider just how massive the S-body tuning scene is, even more so when you realise that Ben always intended for this car to end up as something of a drifter. He's quick to point to the time spent lining everything up as the trickiest part of the whole build.

"I'd look for a reference point on one side of the car, then go to the other side to try and find and use it to line up a Nissan part, only to find that it'd either rotted off or I'd already removed it for some reason or another. I could never be totally sure just how wide of the mark I was when fitting the axles and mounts."

The spec of the engine itself is fairly mild, with stock internals, upgraded fueling, a larger GT2871R turbo, a tubular manifold from

Horsham Developments, custom turbo-back exhaust, adjustable HKS actuator, the FMIC you've probably already clocked and a Stage 3a ECU, again from Horsham Developments. Ben's not sure how much power it makes and he hasn't had a chance to get it dyno'd, but similar setups have been known to make an easy 350bhp in 200SXs. The drivetrain is completed by a stock Nissan 'box, propshaft and 3.9 ratio welded diff that was originally housed in an S13.

'Homebuilt Hero' is a term that's thrown around far too liberally as far as we're concerned, more often than not for cars that really don't warrant the title. This Firenza certainly does. Ben's done everything on it bar the wiring, from the countless hours spent stitching it back together and tackling the rampant rot, to working out how best to site the Nissan mechanicals. Just getting it to this stage has involved more than a little resourceful thinking, hence why so much of the car began life in a completely different application. Those rear tubs started out as 25 gallon oil drums, the B-pillar roll cage gussets were formally part of a 2009 Mercedes Sprinter, the steel used to form the transmission tunnel was found in the scrubland behind the workshop, and somewhere in the car lurks part of a draw from a filing cabinet, pressed into active service when Ben was on a roll and desperate for spare metal.

"It was the biggest task I'd ever taken on and there were times when I thought I'd bitten off more than I could chew..."

the name game

Vauxhall didn't make it easy for themselves when it came to the naming conventions surrounding this bodyshell. The Firenza was based on the Viva underpinnings and shared the front end panels. It was available with a variety of engines until the famous 'Droopsnoot Firenza' appeared on the scene in 1973. Vauxhall then made the curious decision to rebadge non-Droopshoot Firenzas as Magnums – a name it had previously been using for posh versions of the Viva. Then to confuse matters further still they released the Viva E Coupe, which was effectively a poverty version of the Firenza, and was identifiable by its single, as opposed to quad headlights. Got all that?





"It was the biggest task I'd ever taken on and there were times when I thought I'd bitten off more than I could chew, plenty of 'head in hands' moments for sure. There's no doubt that seeing it now makes it all worth it though."

As we've already said, Ben knew from the very beginning that his Firenza would wind up being used as a drifter, and this commitment to going sideways is abundantly clear when you take a good look at its suspension and brake systems. Both are comprised almost entirely of Nissan components, with a smattering of key aftermarket goodies thrown in for good measure. The Firenza now sits atop modified 200SX Apex coilovers with both front and rear 200SX sub-frames to hang everything off, plus rose-jointed Japspeed super lock tension rods and rose-jointed Apex camber, toe and traction arms. Stopping Frankenstein's Firenza is the job of a Nissan R33 Skyline brake setup, so four-pot front calipers all round, plus a modified 200SX pedal box and R33 brake cylinder.

Then we get to how this car looks, and if we're honest then there's only one word that can truly describe it, angry. That front end proves once again just how 'right' a modified Firenza can look, especially now that Ben's made and fitted the one-off chin spoiler.

"That's actually splitter number three," he laughs. "The first was a bit of a trial to see how it'd look, the second was better but was

made out of wood in a bit of a hurry – I had to get to the Performance Vauxhall Show in time. The one that's on the car now is the best so far, probably as I built it to look a little like the ones found on first gen Toyota Celicas."

That coat of terracotta red paint? Well it's actually red oxide primer and was applied in something of a rush, after Ben's boss told him he'd have to move the Firenza outside over winter. Knowing what three months facing the vagaries of the British winter would do to his already crusty car, Ben rushed to the workshop's paint cupboard to see what he could use to give it some protection.

"I opened the cupboard and found just two choices, red oxide or chassis black, so yea, that's when I decided to paint it red oxide! It'll get another, more permanent coat of paint at some point in the future but for now it's fine."

Finally we get to the interior and an area of the car that Ben cites as being among the most troublesome to get right. Not because of any real technical difficulty you understand, just making sure certain aspects of it, most notably the roll cage, looked the part. Ben built this himself, sourcing a roughly similar Alfa Romeo OMP cage on eBay, then chopping out the main hoop and fitting it inside the Vauxhall. It fits almost perfectly and allowed him to construct a fully-triangulated cage around it, but it was actually the painting that caused him most pain.

"It turns out that there's nowhere comfy to sit in a bare Firenza, particularly one that's got a load of Nissan bits running through the middle of it," Ben laughs. "I spent hours masking up that cage so I could paint it a contrasting colour, most of them spent in agony, bent double and trying not to get cramp!"

So what's left to do? Well this is probably one of those cars that'll never be really finished in the true sense of the word, rather an ongoing project for Ben to develop as and when he feels. It's up and running and should hopefully see a number of shows and drift days in 2016, though Ben's already cooking up changes for the near future.

"At the moment I'm running the Firenza dash with the 200SX clocks plumbed in. We did this as it'd make getting everything up and running that much smoother, but plans are afoot to pull the Nissan clocks out and replace them with the Vauxhall ones, including the original Firenza horizontal speedo."

This is a seriously cool car, one of my favourite feature cars I've had the good fortune to write about. It really is a true home built hero and the product of one man's passion for old Vauxhalls and dedication to trying something a little different from the norm. If ever someone dares to suggest that the car scene stands still, show them this car and tell them to belt up. *RC*



Comical handbrake 'wand' hints at Ben's desire to take the Vauxhall drifting



ENGINE: 1998cc SR20DET with stock internals, Horsham developments Stage 3a ECU, A'pexi air filter, FMIC with custom hard pipe kit and silicone joiners, custom 3in turbo-back exhaust system with lobster bend tip, Horsham Developments tubular manifold, GT2871R turbo with 52 trim, adjustable HKS actuator set to 1BAR, Profec B spec II boost controller setup by HD for 1BAR (low) and 1.4BAR (high) boost pressure, Nismo 555cc injectors, 2l aluminum swirl pot, low pressure Walbro lift pump, Bosch 044 high pressure pump, full braided lines and AN fittings, Z32 AFM, Hose Solutions braided turbo oil and water lines, A'pexi 1.3BAR radiator cap, Apex 50mm aluminum radiator, oil catch tank modified to fit near the bulkhead, Samco silicone radiator pipes, custom painted rocker cover in Arden Blue with Japanese inspired floral design, Nismo engine mounts

POWER: 350bhp (approx)

TRANSMISSION: 200SX five-speed gearbox with RPS max street clutch and RPS CYN-R-G flywheel, OE 200SX propshaft and axle with 3.9 ratio welded differential with machined input flange, Nismo gearbox mounts, solid differential mounts

SUSPENSION: **Front:** 200SX front sub frame with custom drop spacers, 200SX Apex Gen 1 coilovers, rose-jointed Japspeed super lock tension rods, custom notched lower arms, Cusco front strut-brace, polybushes. **Rear:** 200SX rear sub-frame coated in Apex blue, 200SX Apex Gen 1 coilovers cut and rewelded 47mm shorter, Apex rose-jointed rear camber arms, toe arms and traction arms, solid sub-frame mounts

BRAKES: Nissan Skyline R33 four-pot calipers and discs all round, braided lines, modified 200SX pedal box with Skyline brake cylinder, servo removed, R33 hydro handbrake arrangement

WHEELS AND TYRES: 8x16in ET30 5x114.3 PCD Advan SA3 two-piece split rims, 200SX hub, 20mm Superforma wheel spacers, long neo chrome wheel nuts

INTERIOR: Custom multi-point roll cage with cross bars, harness bar, gussets, double door bars and bracing to front and rear turrets, Sparco Evo 2 seats, Nardi steering wheel with Firenza boss, Apex quick release steering wheel adaptor, plumbed in fire extinguisher, 2x Takata four-point harness, battery relocation kit, FIA battery cut off switch in dash and external mount, Auto Meter ultra water temperature gauge, Auto Meter Ultra Lite boost, oil pressure and temperature gauges, custom hydro handbrake with Wilwood cylinder mounted to cage and handle made from Saab B204 piston and con-rod assembly with a 1in 1/4 ring spanner, Firenza dash with 200SX clocks, custom switch panel with ignition barrel fitted in the centre, custom fuse box, modified 200SX engine/car wiring loom made buy sytchov. com, stock 200SX stock handbrake, custom rear bulkhead cover in aluminium, Demon Motorsport 40l aluminium fuel tank

EXTERIOR: 1972 Firenza shell in red oxide primer, fibreglass bonnet finished in satin black, custom boot spoiler, modified 200SX roof spoiler, bullet wing mirrors, custom aluminium Japanese inspired splitter, eBay over arches, custom side skirts, original bumpers with custom tow eyes fitted, re-modeled lower rear quarters and front chin/ front lower panel

THANKS: I'd like to thank my friends for spending so many cold winter nights scraping off under seal and polishing chrome – without them I would never have been able to keep going. I would also like to thank my work (Blackburn Trailers) for being so understanding and for letting me build the car in the corner of the workshop.

specification

AUSTIN ROVER



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Car shown is the Rover 216 Vitesse. Prices correct at time of going to press, excl. number plates and delivery. *D.O.T. figs: Rover 216 S/SE; Simulated Urban Cycle 22.0mpg (8.8L/100km).

ROVER AND OUT

The Rover 200 has always been perceived as a frumpy little pipe and slippers type of car. The 1.3 engined models were never going to set pulses racing, nor be the car of choice to hustle along a favoured country lane - but sitting at the top of the tree (next to the wood-clad Vanden Plas) was the sporty Vitesse. It was equipped with a fuel injected variant of the S-Series 1.6 engine, and delivered 105bhp. Not a great deal in today's money but at the

time it was on par with, and a worthy rival to, the Orion 1.6i Ghia. In regular guise you'd be hard pressed to call the 200 a looker - but with a couple of subtle spoilers, chunky cross spoke alloys, and the addition of the Vitesse graphics a la SD1 Vitesse it made for a pleasingly sporty little number, and was no doubt fun, in a slightly wallowy old-school kinda way. As you'd expect, just a handful remain, which is a shame *RC*

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NOSE JOB

We take a look at a particularly cool flatnose Porsche Turbo, the result of a gradual evolution at the hand of a dedicated and committed owner

Words: Jarkle Photos: Matthew Dear





Awesome rear end is a mix of ZeeMax and Kremer kit



Gavin hasn't gone chasing monster power, but with just shy of 300bhp, it's still a rapid motor



Zork Tube exhaust bolts straight to the turbo with no silencers. You can imagine how good it sounds!



You could make a fairly watertight case for Porsche having well and truly made the 1980s their own; the Stuttgart concern began the decade as a maker of pretty sports cars with singing, flat six engines, and ended it as the maker of massively powerful, monstrously tricky to drive sports cars with bellowing, forced induced flat six engines. Those ten years served to change the public's perception of Porsche, and it was all backed up by massive motorsport success and the almost religious use of the (then new fangled) turbo. Show someone of a certain age a picture of a Guards Red 930 Turbo and they'll instantly be reminded of that famous decade, and it's no coincidence that prices of 80s Porkers are now firmly wedged in the stratospheric bracket.

Confusingly, the 911SC you see here isn't a Turbo, at least it wasn't when it rolled off the line back in 1980. Back then it boasted a naturally aspirated flat six good for a handy (if not spectacular) 188bhp. So why have we spent the last few column inches waxing lyrical about Porsche's forced induction setups? Because now, thanks entirely to the efforts of its committed owner of the last thirteen years, it is. The man in question is Gavin Cartawick,

a fully paid up Porsche fanatic and a huge fan of Stuttgart's flat-fronted offerings.

"This car's front end treatment certainly played a massive part in my decision to buy it," he recalls. "I'd been saving for a long time and worked out that I could just afford it if I sold my 944 Turbo at the same time, so that's what I did."

Of course the 911SC that Gavin took possession of back in 2003 was a very different beast from the one you see here; it was a committed road car, groaning under the weight of its leather interior and all manner of early 80s finery, but it did have the all important Flachbau front and a 3.0 with Bosch K-Jetronic injection. This car's development since then has been very much a case of evolution, not revolution, Gavin taking his time and adding considered modifications as and when he felt the car needed them. Fate had other ideas as far as his engine was concerned though, with a driving trip to Europe curtailed when the flat-six began to smoke while halfway up an Austrian alpine pass.

"The car was taken to the local Porsche specialist and stripped down overnight," Gavin recalls. "The next morning it was reported that worn valves were the cause of the smoking, so that pretty much ended the trip and the car was trailered back home."

Gavin then sent the 911 to Porsche gurus Ninemeister for a strip down and a rebuild. While there he struck a deal, agreeing to have the car put back together during one of the firm's quieter periods in exchange for them fitting a number of tuning goodies along the way. So it was that the SC gained uprated valves, cams and ported and polished heads, plus the small matter of an extra 42bhp.

The engine remained in this state of tune for roughly a year, a period which saw Gavin think ever more seriously about the benefits of forced induction and the 935 race cars that continued to be a big influence. Soon it became too much to bear and he decided to bite the bullet, beginning by sourcing and fitting an OE turbo setup from an early 80s 911 Turbo. In this respect Gavin was lucky, as his car being an 1980 example meant that it had a compression ratio of 8.5:1, lower than the 9.3:1 found in cars from 1981 and eminently better suited to turbocharging. This remained in place for a number of years, Gavin adding Porsche 930 headers along the way, until he decided to take things a stage further by replacing it with a KKK K27 7200 turbo, Tial 46mm wastegate and more recently, an advanced Franken CIS fuel system from Dkbus that allows for accurate, EFI-style control over the original Bosch K-Jetronic system.

"This car's front end treatment certainly played a massive part in my decision to buy it"

It's not often that a flat nose and a massive arse can be considered attractive



"The difference was noticeable immediately; there was much less lag and a far more usable power band, plus more power from the larger turbo setup and more accurate fuel control of course," Gavin explains. "It's now running approximately 290bhp, possibly a touch more now I've fitted a custom full bay intercooler."

Aware of the Porsche Turbo's reputation for 'snatchy,' somewhat hairy handling, Gavin

made sure that other areas of the SC were uprated in order to better deal with the hike in power. Huge TRG front and rear ARBs and WEVO mounts ensure that everything is very securely linked together, while Bilstein Sport and HD dampers lend the car a greater deal of poise than it would've been afforded by the aging standard setup. Of course there's no getting away from the biggest aid in this

respect, those gargantuan wheels; 9x18in at the front and a massive 12x18in at the rear, all shod in grippy Michelin rubber.

"The combination of TRG anti-roll bars and the wide wheels largely nullify any wayward handling traits as there's just so much grip on offer, in the dry at least," Gavin laughs. "Push on and drive in a silly manner and you can just about feel the very



The classic 911 had one of the defining automotive silhouettes, so why on earth did the factory opt to change it? Well they had enjoyed considerable racing success in the Le Mans series with the flat-fronted 935 Turbo and the car's look soon began to strike a cord with the car-buying public, particularly those with an interest in top tier motorsport. A number of firms wasted no time in getting jiggy with the fibreglass and within a few short years various companies would be only too happy to take some of your hard earned in exchange for widened front and rear arches, massive wheels and those re-styled headlight bezels. Porsche clearly decided that if they couldn't beat them, they may as well join them, and from the middle of the decade the factory would, for a price, convert your Porsche 930 Turbo into a pukka Flachbau (flatnose) via their Sonderwunsch (special order) programme. The only catch? The whole conversion added a cool £15,000 or so onto the car's already sky-high asking price and deterred all apart from 950 lucky customers. This ensured that the Flachbau remained a very rare sight and the ultimate symbol of Porsche's dominance of the decade.



flachbau

Interior is an 'eclectic mix' to say the least



early inklings of the pendulum oversteer that these cars are known for, but most of the time it's fine"

Of course Gavin's only able to fit such massive wheels thanks to this car's defining characteristic, that flamboyant bodywork. While the Flachbau front end was already in place when Gavin bought the car the rear is entirely his doing. Gavin's interest in the amazing 935 race cars had been building for some time and it wasn't all that long before he began investigating, looking for replica kits that could help him turn his own SC into a homage to those massively powerful be-winged monsters that pretty much made Le Mans their own in the late 70s. This might've been a fairly straightforward task twenty-odd years ago but by the time Gavin came to do it, the supply of aftermarket kits had all but dried up.

"Eventually I got in touch with ZeeMax, a firm that supplied replica 935 kits in period, and though they didn't have any left in stock

they did still have all the moulds. In the end I managed to convince them to make me a one-off set of 13in rear wings and some boxed side skirts to complete the look."

There's more to the look of this car than those bulging wings of course, with the spoiler being a case in point. This, the attached engine cover, and wing mirrors all came from the States, from no less than Kremer, a firm that should need little introduction to Porsche fans thanks to their sensational victory in the 1979 24 Hours of Le Mans in, you guessed it, a Porsche 935.

Gavin's slowly transformed a dedicated road car into something closer to a road-going track car, and nowhere is this change more evident than the interior. Lexan windows have replaced glass, the leather has been stripped and the rear bench, heater and radio are notable by their absence. In their place you'll find lightweight bucket seats with four-point harnesses, RS carpets and door cards, a Prototipo wheel,

various boost and fuel gauges and, dominating the rear of the car, a Safety Devices cage. It's raw, hardcore and purposeful, just like the race cars it's effectively a nod towards.

As to the future for this car, well, Gavin's still not quite sure. The temptation to go even further down the 935 replica route is still there of course, but Gavin also recognises that, without some serious modification, he's nearing the limits of what his formally naturally aspirated engine can cope with. The aforementioned Dkbus CIF system still needs refining and the whole setup will need another spin on a rolling road, a process that should see the Porsche comfortably through the 300bhp barrier. After that? Gavin admits he's not totally sure, though he does admit that he's keen to hunt down one of the one-piece front bumpers with integrated lights used by later 935s, an addition that really would be the icing on the cake for the already amazing 911. **RC**

specification

ENGINE: Fully rebuilt 3.0l 8.5:1 K-Jetronic CIS flat-six with ported and polished heads, 993 cams and head studs, RS cut valves, K&N filter, custom intake, MSD 6AL digital ignition, boost retard module and blaster coil, Magnecor HT leads, KKK K27 7200 turbo, Tial 46mm wastegate, 930 Turbo headers, Zork tube exhaust, intercooler, Franken CIS Digital WUR From *Dkubus.com*

TRANSMISSION: Five-speed manual 915/03 gearbox, OE short shift kit, WEVO gear linkage

SUSPENSION: Bilstein Sport and HD suspension, TRG ARBs front and rear, WEVO RARB, transmission and engine mounts, 935 front strut-brace, MonoBall front bearings, polyurethane bushes, bump steer kit, 930 Turbo tie rod ends

BRAKES: **Front:** Porsche Boxster four-pot calipers and 3.2 Carrera

drilled discs, Pagid pads, braided stainless steel lines, brake cooling kit. **Rear:** 3.2 Carrera calipers and discs, Pagid pads, braided stainless steel lines

WHEELS AND TYRES: 9x18 BBS alloys in black, 245/35x18 Michelin Sport tyres. 12x18 BBS alloys in black, 315/30x18 Michelin Sport tyres

INTERIOR: Lightweight bucket seats with four-point harnesses, RS carpets and door cards, Prototipo steering wheel, Safety Devices rear roll cage, boost and AFR gauges

EXTERIOR: Porsche 911SC in red, Kremer/DP wing mirrors, rear wing and engine cover, 930SE 9in front wings and RSR 13in rear wings, 934 Front lower valance modified to fit, Lexan rear windows with braces

THANKS: Mike at Dkbus for all his help and advice, Templar Classics



Threesome

Graham Moore is a lucky man; he managed to bag two beauties on his wedding day!

Words & Photos: Steve McCann



“My Dad and Uncle used to run around in Mk2 Jags when they were my age so it seemed the perfect choice. That was until I saw the price of them!”

Not many brides would agree to share their groom on their wedding day but Clare Moore is an understanding girl. Husband Graham has been madly in love with cars all his life and Clare knew if she tied the knot there would always be a third party involved. Even when the couple set the date, as Clare went off to organise a dress, the venue, invitations and all the usual stuff, Graham hatched a plan. Why hire a wedding car when you can build one yourself that ticks all the boxes? Not only that, but a proper classic that slaps the purists in the face while meeting the wide approval of the

modified world. Yes, it really is a stanced Daimler and we love it!

Deciding what car to use was the easy part for Graham as he tells us, “My Dad and Uncle used to run around in Mk2 Jags when they were my age so it seemed the perfect choice. That was until I saw the price of them!” It turned out the better Jags were fetching well over £20k but when Graham spotted the Daimler variant in V8250 flavour on an online auction site he decided to take the plunge, despite the car being what Graham describes as being “a bit rough around the edges”. The 2.5 V8 engine was in good order, and it made financial sense seeing as he was destined to

set about the bodywork and chassis armed with a grinder and welding gear! The purchase turned out to be a good one, the car was solid but still needed a lot of resto work as well as the modifications. The main objective (*purists, should probably stop reading this right now - Dan*) was to make it the lowest Mk2 Jag/Daimler in the world, so it meant Graham had to get creative. Rather than opt for the quick fix solution of chopped springs, he went all out and replaced the springs up front with custom mounted Rayvern hydro arms. These weren't cheap, but anyone who knows anything about hydraulics knows that Rayvern kit is the best there is. This aspect, although controversial,



Partial de-chroming has worked wonders to modernise the Daimler without detracting from its character

Is there a lower Mk2 Jag/Daimler on the planet? We doubt it!



was largely straightforward. The real headache came to tackling the rear end. As advanced and capable as the Daimler was at the time of its launch, it was still equipped with a good old fashioned live axle. While leaf springs can be altered, lowered or even reversed, it wouldn't give the drop, nor the ride quality Graham wanted. A solution came in the form of skilfully welding trailing arms to secure the axle. As a result the spare wheel well had to be completely removed, and the petrol tank was subsequently relocated to inside the boot. The floor was then strengthened to allow for the mounting of more hydraulics. It also, handily, created a clear path for the new twin 2.5in custom exhaust. This not insubstantial level of work meant that Graham can run the car at a usable height, and also drop the subframe literally to the floor should the need arise.





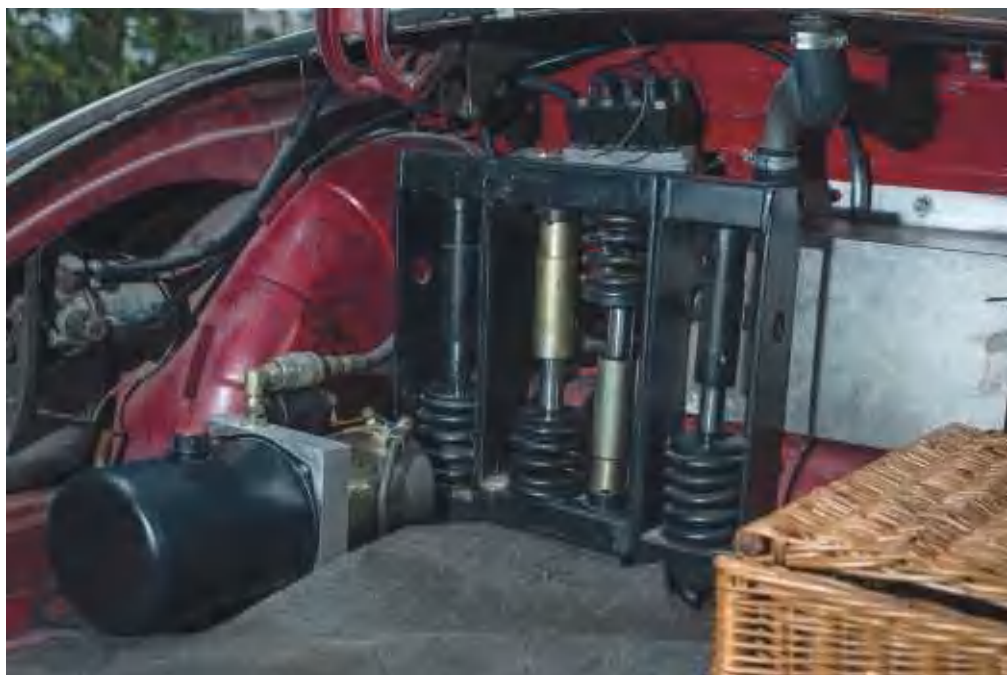
Jag badging replaced the Daimler items, but the original thin-rimmed wheel remains

As this was to be the wedding car Graham had to consider more than just the ride height – there were plenty of aesthetic additions to consider, not least the wheels. If you hadn't already gathered Graham's not the kinda guy to do things by halves, and so his wheel wish-list included the widest set of wheels possible. After more than a little searching he unearthed a set of 17in deep-dish OZ Futuras and built them up to a whopping 12in wide for the rear and 10in to slot on up front! To accommodate this extra girth, the arches were extended by 3in and carefully re-shaped to suit.

The eagle eyed will have spotted that the Daimler badging has been replaced with period Jaguar components, and elsewhere on the bodywork Graham was keen to retain the character of the car but give it a modern edge. Arguably one of the more controversial aspects of the build, he felt some de-chroming would do the trick, so took the dramatic step of painting the front bumper black and also removed all the chrome edging from along the Daimler's flanks, number plates, spotlights and grille. The rear bumper was discarded completely and instead, the back end was smoothed to leave it looking bulbous and clean. To complete the exterior, it was taken back to bare metal for a respray in the only colour it could have



Graham assures us that there's a Jag 4.6 V6 engine swap waiting in the wings



12x17in Oz Futuras make this Daimler really stand out

considering its intended purpose; a blinding clean and crisp white.

Inside the car, Graham loved the original combo of red seats and wooden dash panels so other than tidying and a gentle restoration, he added red headlining, new carpets and retro style gauges.

They say marriage is a lot to do with compromise and that's what Graham faced when it came to performance. He was able to upgrade the brakes to Volvo 4-pot Brembo items but the planned 4.2 XJ6 engine conversion would have to go on hold, although Graham has the engine sitting in his garage, and assures us that it will be fitted soon. "The car came with the 2.5 V8 on twin

SU carbs." He explains, "I fitted electronic ignition to make it more reliable but I soon discovered it needed new piston rings. I had no choice but to just hope for the best that it would run on the day" Luckily, it did run (but only just!) and the stunning Daimler made a mighty impact when it scraped up alongside the church and was immediately surrounded by admirers. It's usually the bride making a big entrance but the car was stealing the show! Thankfully for Clare, the Daimler wouldn't fit down the aisle so she had her big moment too. As for Graham, he was the lucky man who got to drive off with these two stunners and as long as he has both he'll be on a constant honeymoon! *RC*



specification

ENGINE: 2.5 V8 Daimler engine with twin SU Carbs, electronic ignition, full custom twin 2.5in stainless exhaust

SUSPENSION: Custom mounted hydraulic suspension using Rayvern hydraulic rams, leaf springs removed and new trailing arms on rear axle, boot floor strengthened to mount hydraulics, 8in drop with subframe on floor

BRAKES: Volvo 4-pot Brembo front calipers with vented discs machined to fit, Jaguar discs on rear with new calipers

WHEELS/TYRES: 17in OZ Futura wheels 5x120 PCD, 10in on front with 2.5in polished dishes, 12in on rear with 4in polished dishes

EXTERIOR: Full bare metal respray in white, front bumper painted black, rear bumper removed, rear end smoothed, partially de-chromed bodywork (sides, grill, number plate surrounds, spotlight surrounds), spotlight edges done in carbon, arches extended by 3in and re-shaped, Xenon headlights, LED indicators and sidelights

INTERIOR: Original seats in red, new red headlining, new carpets, retro style gauges, spare wheel well removed, fuel tank relocated to boot

THANKS: My amazing wife for putting up with my car obsession!



OLD SCHOOL RULES

We check out the Corolla Brotherhood's annual Retro Toyota Gathering...

Words and photos: Dan Sherwood

In retro circles the Toyota following is one of the most vibrant, both here in the UK and further afield too. Although much of the largest concentrations of cars and enthusiasts are found in Ireland and various pockets of the larger built up areas of North America, the UK still seems to have a love affair with the brand's models of days gone by, even if our miserable winters and salt-gritted roads do have a habit of sending most retro cars into early retirement at the scrapyards.

And maybe because of this, the UK Retro Toyota scene is one of the most close knit groups of owners around. Founded in 2010, The Corolla Brotherhood originally started as a blog by Toyota fan James Gascoigne, to document and share his love for AE86 Corollas.

The blog gained momentum with like-minded fans and soon built up its own community of loyal retro Toyota owners, eager to get their fix of classic Jap tin and chat about their respective projects. And as the numbers grew, it was felt that it would be great to put faces to the names that were repeatedly popping up on line, so one of the early contributors to the blog, Chaydon Ford – who had become good friends with James through the Corolla scene and also ran a now-defunct Corolla forum called *eight-six.co.uk* – decided to organise a meet at the Ace Café, which saw the birth of the first Retro Toyota Gathering.

2015 marked the fifth year the event has been going, with the first two years being held at the world famous Ace Café on the North

Circular in London. For the third year, largely due to the Corolla's entwined history with the drift scene, the Gathering moved to the Lydden Hill round of the Maxxis British Drift Championship. However, due to the South Kent location being fairly remote from most people, and that many cars weren't running at the time, attendance was low, so it was decided that the fourth event would be moved to a more central location to allow more retro Toyota owners to join in the fun.

Radio Control Drifting specialists, Soul RC in Northampton was selected as the venue and proved extremely popular, partly because of its great location in the centre of the country, but also as attendees could also get to grips with the RC cars which were available to drift around the firm's purpose-built indoor drift track.

Due to the popularity, plenty of parking and great atmosphere, plus the strong turnout achieved at the previous year's event, 2015's meet was also scheduled to return to Soul RC's headquarters.

On the day of the meet, the sun was shining and the distinct sound of Toyota 4A-GE engines filled the air as Soul RC's car park gradually filled up with a feast of some of the UK's hottest Hachirokus.

The strong bond between members of the Corolla Brotherhood was again present, with some owners travelling many hours to attend and hang out with like-minded retro enthusiasts. Many of those in attendance were long time friends catching up on the latest

updates on each others rides, however, even the newbies to the group that had never met any other owners before – their interactions within the club limited to online forums and messages – felt a warm welcome as the Brotherhood's friendly and inclusive vibe put everyone at ease meaning they may have arrived as strangers, but they left as part of a close-knit group of friends with a shared passion for classic Japanese metal.

James and Mitto from Soul RC were the perfect hosts on the day, supplying plenty of charged batteries for the RC drift battles that were going on inside and even organising a tasty barbeque for those in attendance. However, for many, trying to divide their time between the collection of cars outside and the RC track inside proved a difficult task!

While the AE86's may share a chassis number, each car in attendance was modified uniquely, with some more show oriented and others pure track cars. It really was great to see such diversity and that people are not afraid to alter these increasingly rare and appreciating classics to their own personal tastes. The RC cars indoors mimicked this originality, with each owner's personality being reflected in the design of their cars.

While ultimately, numbers were slightly down on the previous year's event, those that did make the trip were certainly not disappointed and many have already pledged to return for next year's event. We'll certainly be there... Will you? RC



BENNY REES'S TOYOTA CELICA



Who doesn't love an RA28? We sure do!



Previously a serial Honda fan, Bournemouth-based Benny switched his brand allegiance when he imported his RA28 Celica from Japan after a trip to the Far East motoring Mecca. The immaculate cream paintwork is complemented by a set of period Watanabe wheels with fat Yokohama rubber. If his previous cars are anything to go by – especially his awesome Prelude which was featured a few months back – this Celica is definitely one to keep an eye on!

ZACK HAFLER'S TRUENO



Trueno was imported by its current owner from Tokyo



US Military man Zack is also a Honda fan who has turned to Toyota. He originally bought the Trueno while stationed in Tokyo five-years ago and has been tuning and improving it ever since. The original engine was replaced with one from a Levin BZR onto which Zack grafted some individual throttle bodies among many other power inducing tweaks. Sitting squat on a set of 14in Watanabe wheels via a drop from a set of GReddy coilovers it's got to be one of the cleanest tuned examples we've seen. Since the meet however, Zack has taken a power saw to his beloved 86 and grafted on a N2 widebody conversion and Rays TE37V 15in wheels to fill the huge arches!



One of the few Starlets that hasn't been snapped up by the hot rod boys!





Chasers are certainly a rare sight over here

ROB MAY'S COROLLA



Classic 'track-spec' AE86 Corolla will soon receive a 20v engine swap



Rob May made the trip to the Retro Gathering with his UK Corolla on the back of a trailer, but don't go thinking that this is some pampered trailer queen show car, as its main purpose in life is getting thrashed to death on the UK's race circuits. The only reason it didn't make its way to the meet under its own steam, is because it currently has no engine! The Compomotive CXR wheels look great in dark bronze with their balloon tyres and inside is just as purposeful being stripped out and caged, ready for the fire-spitting new 20v engine to be dropped into place. We like!



There was certainly a wide range of AE86 styles on display



Photographer Dan likes to lurk in the undergrowth

JAMIE CAVE'S COROLLA



Another imported Corolla, this time in 'batter mix' beige



If there's one thing that guaranteed to get a car noticed, it's an original paint colour and Jamie's Corolla that wears a unique shade of 'batter mix', as he calls it – due to its uncanny resemblance to pancake batter – is definitely an eye catcher! Imported from Japan by his equally AE86 mad brother Gaz, Jamie's car is complete with a rollcage and Bride bucket seat along with a set of polished 14in Work Equip wheels.



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THE PROJECTS

JOHN-JOE VOLLANS – EDITOR

'89 VW GOLF
GTI 16V, '74
OPEL MANTA A,
MERCEDES 190E

"Been working on the Daihatsu Charade owned by my Jon Burgess this month, like I haven't got enough of my own tat to fix! But I've also made some good progress with the Merc 190 and have had a go at rolling the arches, meaning I can now drive it without fear of the tyres exploding. Which is nice!"



ADRIAN BRANNAN – PHOTOGRAPHER

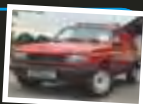
'95 VOLVO 850 & '79
CHRYSLER HORIZON
PROJECT PHOTO-HACK & THE
LOWRIZON!

After an unfortunate mishap with his Volvo 850 snapper Ade has a plan, and another 850. We'll take a look at his progress next issue.

JON BURGESS – CONTRIBUTOR

'87 ISUZU
PIAZZA TURBO,
'89 PEUGEOT 305 GLD VAN,
DAIHATSU CHARADE

Enlisting the assistance of John-Joe to get my Charade up and running. Meanwhile the rest of my fleet have been patiently awaiting their turn.



GLENN CAMPBELL – CONTRIBUTOR

SUBARU
IMPREZA
MCRAE
EDITION

Glenn bids a sad farewell to the Scooby as a new custodian takes on number 69. But what will he replace it with...



DAN FURR – CONTRIBUTOR

'80 ROLLS-
ROYCE SILVER
SHADOW II, '93
SAAB 900

The naughty Rolls Royce has had a couple of niggly issues, luckily they were fairly easily resolved with a little help from the AA, a Vauxhall dealer and some ingenuity, oh and some new wipers too! The Saab meanwhile has had a light-based facelift, and continues to receive ongoing updates to keep it fresh.



CHRIS FROSIN – PHOTOGRAPHER

'76 MITSUBISHI
GALANT, 99
VOLVO V70 TDI

After digesting the workshop manuals for both the Galant and Starion I've been getting stuck into sorting out the wiring on the Galant, and although there is more work to do, the end is finally in sight. Hopefully it will be back on the road soon.



THIS MONTH...



070 THE PROJECTS MERC 190E

John-Joe buys himself a handy arch roller and makes some clearance for the Merc's large boots.



076 THE PROJECTS: 1976 MITSUBISHI GALANT

With the engine swap sorted, it's the turn of the wiring to receive Chris' attention.



084 SCRAPPAGE SCENE

Scott unearths a fascinating collection of motors on the brink of extinction, with a rather rare Range Rover in the mix.



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READER RESTO

In the first of a new series reader Richard Sticklands takes us through his fantastic Triumph TR7 resto.

I bought my Triumph TR7 10 years ago for £150 on eBay. Everyone thought I was truly mad to think that I could return such a rusted out wreck to the road. However I could see the potential and I had a vision of a car that was a mix of all the things I like in a car; smart striking looks, good performance and handling, and lots of technology and gadgets. Over the next three years almost every panel was replaced along with rebuilding the suspension and brakes. It passed its MoT with the paint in primer but getting it road legal was only half the battle. I was let down at the last minute by my painter so I decided to have a go myself. The result was not very good but it was enough to be getting along with while I sorted out the other

pieces of the puzzle. The ride height was steadily reduced culminating in a coilover conversion on the front, TR8 brakes gave way to a 2.8 Capri conversion and finally the engine was swapped for a 16v Sprint engine I rebuilt. After three years of use the poor paint job was really letting it down so I decided to re-do it. Four years later it rolled out of the garage looking shiny and fresh, and I'd learnt a lot more about painting cars! New carpets, seats and door cards have been made making the inside a more pleasant place to sit. I am still working on the gadgets but a two-step rev limiter, and five speaker stereo are well established. For 2016 a new convertible top is ready to install and more interior work. And then there is a spare turbo sat in the garage...



01 The car arrives home, there is a long, long way to go!



02 Assessing the damage and from this angle, it looks bad...



03 ...and from this angle it looks REALLY bad! Lots of wire wheeling and scrubbing showed that much of the metal under here was actually quite good, a good coat of paint and the first areas were solid again.



04 Things here look long dead, yet surprisingly it fired up when fed with fresh petrol and fresh spark plugs (After I had made a new wiring harness).



05 Starting the work, I had to chop out lots of metal and repair what little remained, some of the old repair panels I pulled off with my bare hands!



06 Now well into the panel replacement, a new wheel arch being fitted. I had to replace the complete passenger side rear wing, both outer door sills, both doors, both front wings and the front panel!



07 The suspension needed an overhaul but that's always a good opportunity for an upgrade. Poly bushes were fitted, and new brake lines and hydraulics installed.



09 I made a start at painting the front end, this came out ok and I felt like I could actually do this...



08 The car is almost ready to paint, the panels are all on and the car runs and drives.



10 ...aaaaand back to earth with a bump, this end looked dreadful! but I still fitted it up and drove it to Santa Pod the following weekend.



11 On show at *The Retro Car Show 2007*, its first public outing. Despite having been off the road for many years and remaining largely untouched during the restoration, the engine and gearbox performed faultlessly.

READER RESTO



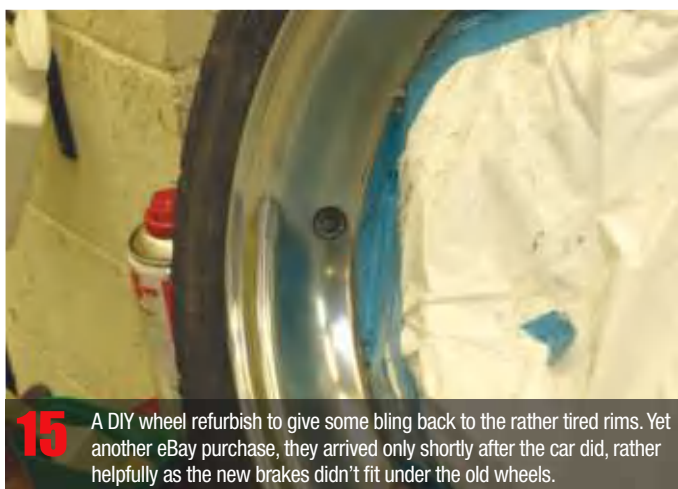
12 And now the serious business of modifying begins. Coilovers and Capri brakes came from eBay – like many of the parts on this car, and I also fitted new Spax adjustable dampers.



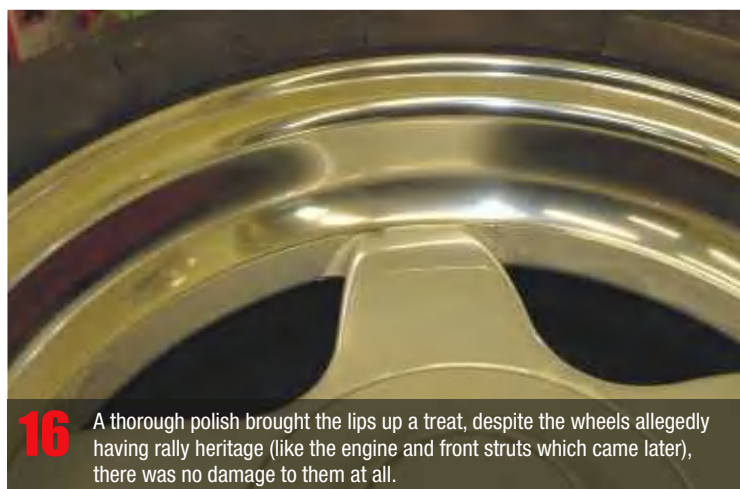
13 Eight more valves are always a good move in a TR7 although in this case sticking with four cylinders instead of the more usual V8 conversion. The Sprint engine provided a useful increase in power (following a rebuild) and bolted straight in.



14 The old engine had been running fine and was given to another TR7 owner who was having a little less luck.



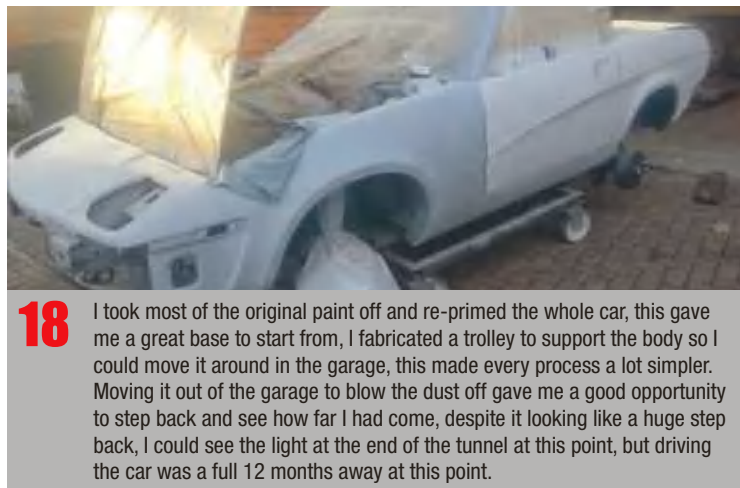
15 A DIY wheel refurbish to give some bling back to the rather tired rims. Yet another eBay purchase, they arrived only shortly after the car did, rather helpfully as the new brakes didn't fit under the old wheels.



16 A thorough polish brought the lips up a treat, despite the wheels allegedly having rally heritage (like the engine and front struts which came later), there was no damage to them at all.



17 The second tear down begins, second hand "near perfect" doors are strangely full of dents it would appear, and you can always find something you could have done better, and before long I find myself pretty much starting from scratch!



18 I took most of the original paint off and re-primed the whole car, this gave me a great base to start from, I fabricated a trolley to support the body so I could move it around in the garage, this made every process a lot simpler. Moving it out of the garage to blow the dust off gave me a good opportunity to step back and see how far I had come, despite it looking like a huge step back, I could see the light at the end of the tunnel at this point, but driving the car was a full 12 months away at this point.

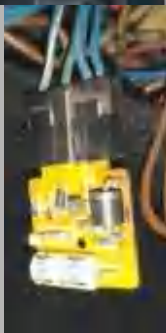
19 All in one colour again. The paint application was done all in one go this time, using the trolley to move the car around inside the garage to give me the most amount of room at any one time — the result was so much better than the first time I surprised myself, not bodyshop quality but good enough on a very small budget.



20 One of the most painful parts was the flattening and polishing. Ruining you beautifully applied paint for hours on end is fairly soul destroying work — even if the result after polishing looked amazing. I still need to do a bit in some areas but I am pleased with the results so far.



21 Lucas Electrics have been the butt of many jokes over the years. To try and make the car as reliable as possible, I went through every connector on the outside of the car and replaced them with water tight AMP style connectors. The lift motors and the much feared Pektron unit needed new diodes installing to replace the crumbling originals. With the new connectors all the lights are now burning bright.



22 I'd tried to lay carpets in the car once before and it didn't go well, with some stretchy carpet and some spray glue I cut and covered the floors in a nice layer of fresh black. Underneath I'd put down sound deadening insulation. A fresh set of tailored mats have transformed the footwells.



23 Since getting the car legal again I have created new door cards that complement the carpet and the new seats. The seats are from an MGF with the MG floor mounts removed and Triumph compatible ones created. The seats that came with the car were from an early 80's Vauxhall, and while they were very comfy they were very tatty and no matter what I did I just couldn't get them clean. The MG seats are half the age and look spot on.



24 Above: The fresh new paint flatters the car, something that cannot be said for the convertible top. I already have a new top and refurbished frame ready to go on but it's always recommended to fit them in warm weather to allow the vinyl to stretch a little, something that can't be said of February in England!

25 Right: Ready for its first trip back on the road after its four year lay up, it passed the MoT first time and hasn't missed a beat since, although I usually drive with the roof down for the "93 million miles of headroom" the Triumph advertising promised.



Got a resto you want us to feature?
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The McRae is now looking great, all planned mods and necessary tasks had been done and now was the time to get out there and enjoy the Impreza. One thing I've never done is mothball a project, use it or lose it is my motto and I was looking forward to having a play in the forthcoming winter weather whenever it arrived.

But one thing had been itching away at me for some time... to make it perfect. Do I go for a full respray? You've all been there, a massive task to strip a car back to a bare shell, breaking all those lovely clips and brackets off as you do... then the cost (we've all had 'how long's a piece of string' quotes) and the time to rebuild everything back up again... But the demons were among us and they keep talking to me on a weekly basis!

The conversation had been mention with her indoors when sober and when slightly intoxicated with the same response – "How much?" and "HOW MUCH!" was always the reply, so maybe I need I need to resist those demons after all.

It was on crazy warm December morning (they don't make winters like they used to) and I'd done my weekly wash down of McRae #69 and I planned to pop out for a Sunday lunch via a few country lanes to stretch its legs when my phone beeped as an email popped into my inbox.

A chap called Gary had emailed, "Would I be interested in parting with my McRae at the right money?"

Little did I know he'd been following the restoration on the McRae forum as well as being a regular reader of *Retro Cars*, and he'd

A SAD FAREWELL

With the project nearing completion, Glenn receives an offer too good to resist. Words & Photos: Glenn Campbell

been stalking the car with interest. Apparently, like me, he'd been to see so many LTD edition Imprezas that had been in really bad shape and needing too much work.

A few emails back and forth and he told me he was looking to restore the Impreza to concours condition and looking for mechanically sound car to do a full respray on, as he had a friend who owned a bodyshop and he had the time and space to strip it all himself.

Dilemma or what! We'd spent so much time and effort to get #69 back to this level and all I wanted to do was go out and enjoy it but that paintwork would eventually need sorting and would I be willing (or get permission) to spend another £2k+ on the bodywork? Would I ever get my money back if I ever decided to sell in the future?

After the Sunday afternoon fun in the Impreza, I really was torn, as it now drives and handles so well, but I knew in my heart of hearts that if the right offer ever came along I would sell – but now, before I've had time to really enjoy it myself?

Well Gary must have been a good negotiator as after a few more emails over the coming weeks he raised his offer and a deal was struck. I'd made a tidy profit on parts paid to get it to this condition but the hours spent by me

and my workshop guys was pure enjoyment, and you can never account for time spent rebuilding a project.

On a winter's day with which was an unseasonal 16 degrees (excuse the shorts in the pics), Gary turned up from Yorkshire for an inspection and test drive with his colleague's low loader in tow, and after being more than impressed, the handshake was done and keys duly handed over.

She was off to the bodyshop and that was that. As they drove off all I had to show for that hard work was some notes with the Queen's head on.

In just over a year we'd tackled some pretty fearsome jobs on #69 and I really enjoyed every minute of ownership and the joys of restoring a pretty average 18 year old car back to its former glory. Thanks to everyone who's followed us on this journey and hope you've enjoyed it as much as I have.

Thanks to everyone who's assisted us over the last year or so; EBC Brakes, Speedline Wheels, Vredestein Tyres, Hosetechnik, Magard, Tarox, Piaa Lighting, Mick at Trimline Systems, Graeme and Ryan at Whiteline Suspension and not forgetting Andy and Glen my trusted technical team here at Revolution.

So, until next time...well, I've always promised myself I'd restore a 205GTi one day...! RC



KEEP ON ROLLING

The best laid plans, and all that. JJ had done his wheel homework, but a spot of arch rolling was still required.

This month I've been continuing the war against my arches rubbing and I'm pleased to say that with each small victory, the end is now in sight. First let me recap for all of you who haven't kept pace with this project from the start. I bought this car at the end of Autumn 2015 for a stupidly small sum that was way too low to resist. Since then I had it MoT'd and ran it around to find out what needed sorting. In essence it was the usual wear and tear, brakes, suspension, bushes etc.

As ever with something I own that has four wheels, it was always going to be a case of lower it and put some nice wheels on first, then get round to the mechanicals. I did give it a thorough service before diving into the modifying, however, as it had been sitting for six years! A set of H&R lowering springs was put on order just before Christmas and as they're for an unusual application (190E 2.6 manual) there weren't any in stock. It took the German firm until the New Year to get them shipped to me but it was worth the wait. I twinned these with a set of Bilstein B6 gas dampers. I could have gone a lot harder obviously, but this car is in daily use so I didn't want to destroy that trademark Mercedes-Benz ride.

So at the start of 2016 I found myself with a Merc sporting some 16in BBS Mahle alloys and

JOHN-JOE VOLLANS

MANAGING EDITOR

MILES RECENTLY: 800 every month

WHAT'S BROKEN: Almost everything rubber

HOW MUCH SPENT: Quite a bit on replacing perishables

ON THE ROAD: 1988 VW Golf GTI 16v,
1990 Mercedes-Benz 190E 2.6

ON THE GO: 1974 Opel Manta A, 1982 Porsche 944, 1984 VW Scirocco Storm, 1990 Ford Sierra XR4x4, 1992 Range Rover Vogue, 1999 Alfa Romeo GTV



The new springs and shocks brought my 190E back down to earth where its ride height looked spot on, but they caused a whole host of rubbing issues with the arches.



An online purchase got me a brilliant arch rolling tool for under £40. This is an easy and cost effective way to roll your arches, just remember to use a heat gun to carefully soften the paint BEFORE rolling. This prevents the paint cracking and makes the metal a lot more pliable.



The arch roller mounts to the wheel hub just like a spacer and firmly anchors the arm of the roller. Then you need to adjust the angle of the poly roller to the arch lip and crank the handle until it's pushing the metal of the arch out...



...Then you pull and push the roller along the line of the arch and gradually crank out the roller to 'pull' the arch out. This gets progressively harder and harder to do until you'll reach the end of the metal's movement. This usually gives you around a half to an inch of extra clearance under the arches. In my case this was enough for the rears to clear but not the fronts, though it did dramatically improve things up front too.



Before left: As you can see here, there's a line where the tyre has been making contact with the arch when the suspension compresses. **After right:** Here we have the result after rolling, it's hardly dramatic but we've gained about half an inch. This meant that the suspension could compress a lot more before the rubbing occurred. Sadly it wasn't enough on the front and I needed to trim the arch lip and roll it again to gain enough clearance. Now cut, the arches might also get a set of arch trims after all, but that's a tale for the next update...

with a drop that meant they filled the arches... a little too well as it turned out! The first trip along the road from our workshop (which is a bumpy farm track) soon showed that the tyres were rubbing. I was a little annoyed as I'd done my homework and thought that I'd nailed the perfect combination of rim size and tyre profile. Oh well, I'd just have to investigate a little further...

A look at the surface of the tyres and the arches revealed instantly where the problem was. On the 190E the edge of the bumper extends quite a long way into the arch and on compression, larger wheels and tyres often rub on the bumper trim. It's easy enough to fix, you simply grind off the inner edge of the trim and this usually does the job. On my Benz sadly there was an additional problem. The research I'd done was all based on starting with a 190E Cosworth not a standard car, so the additional clearance under the arches (due to the Cosworth bodykit) wasn't an option. So in order to get the arch-to-tyre clearance I'd need to use the car without eating its own (now brand new and expensive Goodyear) rubber, I needed to roll the arches... **RC**



BRIGHT LIGHTS

Dan ditches his classic 900's ambers, sorts an oil leak and replaces a broken headlight lens...

I'm not sure what act is considered to be the ultimate Saab sin ("buying a BMW," chortles one of my mates), but ditching the iconic front sidelight/indicator clusters of a classic 900 must be pretty high up on the list.

Like the blocky units found decorating the front end of vintage Volvos, there's something quintessentially Swedish about the distinctive 'daylight running' lenses of pre-GM Saabs. All sentiment aside, however, cracks that had appeared in those attached to the front of my own 900 called for replacement parts, leading to the purchase of – shock, horror – clear corner clusters. In my defence, the monochromatic colour scheme that covers the body of the car lends itself to the happy deletion of anything that can't be labelled as 'black' or 'grey', and the new lights set the nose of the ol' girl off a treat.

Sadly, it wasn't just the outer front lenses that appeared to be suffering from the side effects of spirited road use – I noticed a hole in the offside headlamp that must have been caused by a stone hitting it at warp speed. The removal of the damaged part revealed a surprising amount of smashed glass residing in its neighbouring headlamp shell. I brushed the offending fragments aside and fitted a replacement lens that I'd sourced from a breaker. Job's a-good'un!

DAN FURR

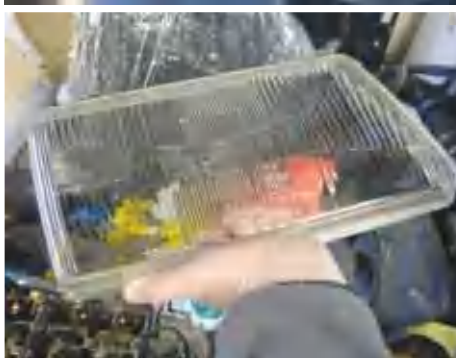
CONTRIBUTOR

MILES RECENTLY: Zilch

WHAT'S BROKEN: Nothing that I can think of...

ON THE ROAD: Rolls-Royce Silver Shadow II, Saab 900 S 16-valve turbo convertible, Saab 95 Aero HOT estate

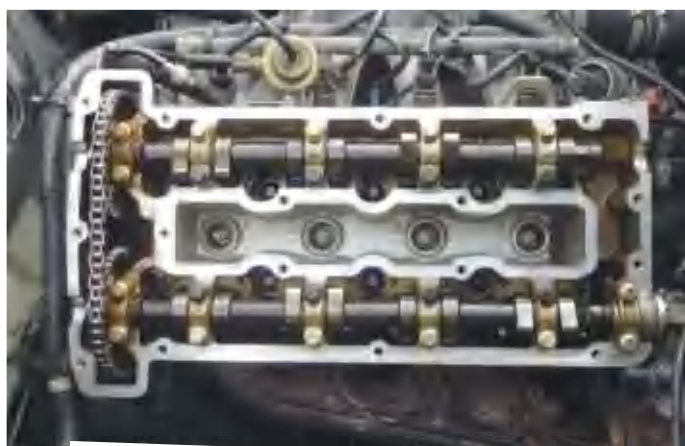
ON THE GO: Two Vauxhall Cavalier Turbo 4x4s, 3.2-litre Irmischer MV6



The switch from ambers to clears also revealed that the headlight glass was in less than perfect condition. A replacement lense rectified it, and the Swede is looking good, and shining bright, once more



Sacrilege, or a great idea? We're in the 'great idea' camp, as the clear indicators have modernised the look of the Saab without going overboard



While he was getting his hand's dirty, Dan opted to replace a leaky cam cover gasket to prevent any more oil ingress into the spark plug chamber, which could have caused a whole host of other issues. With a Neo Brother's gasket, and a fresh dose of sealant all was good and leak free once more

Smoked side repeaters were the next items to make their way onto the super Swede, but in truth, it was a leaky cam cover beneath the car's awesome forward-opening bonnet that demanded urgent attention. Indeed, evidence of oil in the spark plug firing chamber led me to conclude that the cam cover gasket had been weeping. A quick call to Europe's largest new and used Saab parts supplier, Neo Brothers, saw the components required for the fix delivered to my door a short while later.

Cleaning the exposed mating surfaces didn't take as long as I was expecting (perhaps because I've become accustomed to carrying out the same job on a variety of V6 engines!), and I was soon plopping a dab of fresh sealant in the 'half-moon' cut-outs at each end of the cylinder head before lowering the cleaned cam cover and its nice new gaskets into place. I took the plunge and bought an official Saab service manual to ensure that I had the correct torque values at my disposal, I carried out an oil change and

I checked that the newly-installed parts were working without fault before wheeling the car back into my garage. The summer can't come soon enough! **RC**

THANKS TO

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'THAT'S HOW WE ROLLS!'

Shiny bits and a new battery make their way onto Dan's Roller...

According to the factory handbook that was supplied with my Silver Shadow II when it was originally sold to London's Eccleston Square Hotel by the world's largest Rolls-Royce and Bentley dealer, Jack Barclay, I am to inform you that the car "failed to proceed" following a recent waft around Cambridgeshire. In fact, the leather-bound tome provides a surprisingly long list of do's and don'ts that 'Royce owners are required to observe, including an instruction to decline any request to pop the bonnet of the car in the event that an interested party wants to marvel at the six-and-three-quarter-litre V8 that lies within. After all, passers-by might interpret the raised hood as an indication of mechanical failure, and that simply will not do. Quite right.

Nevertheless, despite the sleepless nights and endless pressure that comes as part and parcel of being a custodian of the Rolls-Royce brand(!), I regret to inform you that my car's boot-mounted battery decided to give up the ghost on the return leg of a trip to meet with leather restoration supremo, Simon

DAN FURR

CONTRIBUTOR

MILES RECENTLY: He sounds like a nice chap

WHAT'S BROKEN: Front nearside damper is complaining, Bilsteins on their way!

ON THE ROAD: Rolls-Royce Silver Shadow II, Saab 900 S 16-valve turbo convertible, Saab 95 Aero HOT estate, Vauxhall Vectra VXR

ON THE GO: Two Vauxhall Cavalier Turbo 4x4s, 3.2-litre Irmscher MV6



One's Rolls appears to have a mechanical issue. Would one be so kind as to assess the cause of this inconvenience



After 'failing to proceed' Dan had to enlist the help of a local Vauxhall dealer to supply a replacement battery



Richbrook stainless steel numberplate surrounds look the part and really suit the Rolls Royce



Carrying on the stainless theme, a new set of stainless steel wipers were ordered after Dan inexplicably managed to lose one of the original items.

Walters at Cambridge Concours. A friendly AA patrolman confirmed my suspicion that the battery was refusing to hold charge, leading me to pay a visit to the nearest Vauxhall dealer (where else?!) whereupon I bought what I thought was a suitable replacement part.

I failed to realise that the terminals on the GM battery are the opposite way around when compared the unit that I was removing. Doh! I managed to get the car's power cables stretched far enough to accommodate my mistake, but the handy battery isolation switch in the rearmost part of the boot area was having none of it, forcing me to strip its surrounding interior panels in order to allow the switch to float freely. I'll have to create some extended cable in order to reinstate the vandalised parts. Oh well, at least I was able to "proceed"!

Returning home, I proceeded (okay, I'll stop now) to remove the number plates attached to each end of the car. In part this was down to the fact that I'd invested in a personalised registration, but also because the rear plate was needlessly large, much like the awkwardly-shaped monstrosities that can often be seen stuck to the back of Rover 75s. A quick blast of Autobrite Direct 'Just The Tonic' glue and tar remover (combined with the efforts of a plastic spreader) saw the giant plate slide off with ease. A tidy set of pressed metal plates arrived soon after, as did stainless steel number plate surrounds courtesy of automotive styling outfit, Richbrook International. Impervious to the perils of UK weather, the metal carriers can be glued or screwed into place, and they sit pretty alongside the huge number of chrome and metal parts that were already fitted to the exterior of my classic land yacht. Nice.

Talking of which, I appear to have lost a windscreen wiper somewhere along the way! A call to respected Rolls-Royce and Bentley parts supplier, Flying Spares, resulted in a brand new pair of stainless wiper arms being delivered to my home a short while later, and I also took the opportunity to get hold of a new genuine air intake filter at the same time. Exposed to the elements beneath a grille along the front scuttle, the old filter was starting to show its age. I'm not sure what the life expectancy of the part is, but at least that's one more job crossed off of what seems to be an increasingly long list! RC

THANKS TO

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GALANT GTO RESTO

It's been a while since the last update, but snapper Chris has been a busy boy!

Words & images: Chris Frosin

Since the last time I have spoken to you all, I had a big plan to finally get the Galant finished and taken to *Retro Rides Gathering '15*. I'd booked less work in over the month before and had worked hard on the *Roadkill*-esque cardboard list of known jobs. Unfortunately it flunked the MoT on the morning of the show and so the convoy that had kindly offered to stay with me in case of breakdowns ultimately became my transport.

The positive out of this was that I now had a definitive 'if I get all this sorted, it will pass' list. One of the items on said list was insecure wiring in both the engine bay and passenger footwell. This is the first engine swap I've done so I tried to keep both the original and the new wiring looms intact for fear of making a mistake and pulling a wire I needed in the future. That means there's a lot of wiring! The Starion ECU was placed in the passenger footwell and the route it takes into the engine bay to the injectors means I have the best part of 6ft of excess wiring to tidy. The ultimate end game here will be to find replacement connector plugs and be able to cut the loom to the right length. The injector plugs could probably use a replacement anyway. Until the time that I can source them, I thought I'd try out some of the Tesa tape that I picked up. One of the great things about driving around the country photographing incredible cars and their owners is that you always pick up little nuggets of gold. One such nugget was when



The wiring was a bit of a dog's dinner, being part-Galant part-Starion (the donor engine) but with care, and plenty of time the looms can be reduced and shortened making it less like a bird's nest, and more like a proper loom



Fabric Tesa tape is perfect for the job, as it protects and tidies any exposed wiring, but also complements the classic bay with its matt finish, and lack of tacky shininess. Care needed to be taken to join the various 'branches' so that they could still be identified once wrapped up



The engine bay was cleaned with a water/isopropanol mix, and 10mm spacers were fitted to give a little more clearance, which resulted in more lock, and less rubbing. Although Chris still has some work to do to cure the rubbing issue completely. Another job for another day!

I headed to Norwich to photograph James Newman's Scirocco. He'd had to rewire his car too, and used Tesa tape – a brilliant fabric based looming tape. Being fabric based it doesn't have the shine from normal looming tape, either, so fits in with the classic look I really want the engine bay to have. Brilliant! I ordered a couple of rolls of 19mm.

First off I wanted to at least minimise the amount, and length of wires in the engine bay, and now I understood more about the wiring loom and its functions, I was able to trace a handful of the unnecessary ones and pull them out. Tidying up these few seemed to release some of the tension on the rest of the loom and I pulled a hefty portion back into the footwell to clean up the engine bay even further.

I could even pull the knock control unit back into the footwell, too, but that required cutting the loom open a little more and re-routing a couple of the wire runs. I'll save that for another time.

I planned out the branches of the loom to be

wrapped up with a couple of twists of regular insulating tape before starting wrapping the wires tightly with the Tesa tape. The insulation tape was pulled off as each branch was reached. Tesa is a really is a nice medium to work with, although it's sometimes too sticky for it's own good, holding on to its own reel firmly. This means that it's difficult to spin it around the wires and you need to pull a small length out to wrap each time. I had soon wrapped up a length of the main tree before turning back and wrapping the couple of branches. The last branch was wrapped and I continued it down onto the main trunk which in hindsight I should have done with the others. Wrap over and under once you reach a branch off the main trunk, and then stop. Wrap from the branch down and continue down the trunk. I don't think it suffered too badly and the Tesa holds to itself well. It certainly looks smart once it's all wrapped up, though. The question is now, how am I going to wrap the rest? It may well be the case of wrap it temporarily until I can pull the

engine out again next winter and wrap the whole loom from the start. It'd be a nice winter project for me, and another one to add to the list.

A quick spruce over using a 50/50 water, isopropanol mix to clean up some of the coolant leak made the engine bay look a little tidier still.

The deliberation on how to shorten the loom inside the footwell ended as I couldn't bring myself to cut a chunk out and splice the wires back together. I will keep searching to find the plug and wire connectors to allow me to replace the ECU plugs and engine bay plugs neatly. I'd far rather have a non-destructive solution than cut out a metre of wire without being able to tidy it up in the future. That'll teach me to choose two source cars that have little to no aftermarket support this side of the Atlantic.

I cheered myself up by fitting the 10mm spacers to the front wheels to allow them to clear the chassis – they JUST brushed at full lock. It's certainly a tight fit! Good job the front springs are stiff! **RC**

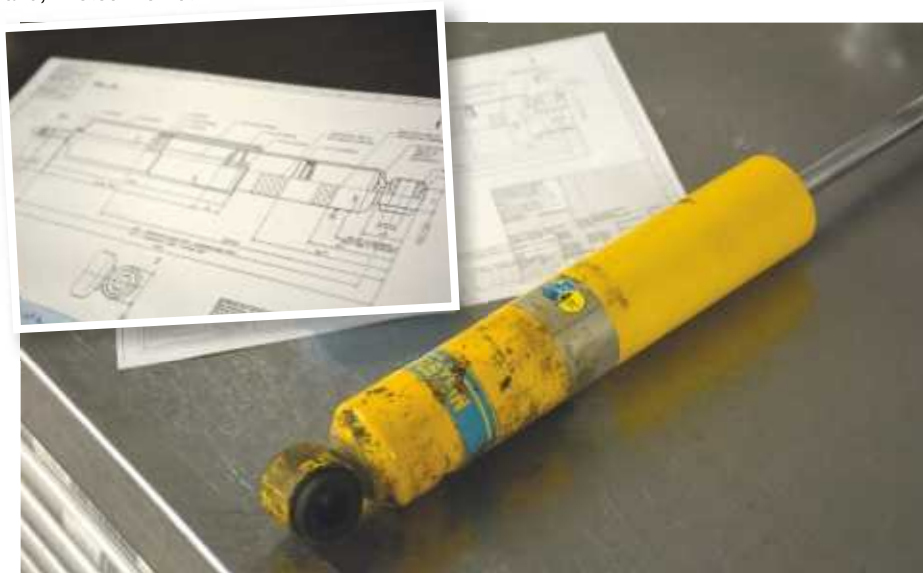


SHOCK AND AWE

If your retro car runs Bilstein dampers, and they're performing below par then the company's technical team can make them as good as new... and often for a fraction of the cost of replacement units. Words Paul Cowland, Photos ProMotiv

Over the years, many of the world's greatest classic, retro and competition cars have either left the factory on Bilstein dampers, or been upgraded with them at some point. Scanning through the competition archives at Bilstein shows that most hot VWs, Mercedes, Fords, BMWs, Porsches, Opels, Saabs – as well as a plethora of other noble names have had a sprinkling of the yellow magic underneath them at some point in history. Because of this, Bilstein still offers for sale almost every damper it has ever made for older cars, meaning that if your pride and joy is needing a little refresh in the handling department, their dealers will be only too happy to hear from you.

If you have a set of Bilstein dampers on your car already however, there is another way... and it might just save you a few quid into the bargain! If your units are in sound, but worn, condition, you can send them to the firm's UK technical centre in Leicestershire, where they can be checked, disassembled and then fully rebuilt with totally new parts throughout. And the cost of this? A thoroughly sensible £96 per corner. In many cases, a lot less than a new unit.



No matter how old, or worn out your Bilsteins are, the company can refurbish or replace them

We asked if we could tag along as a set went through the process, to see what was involved. Although the set featured here were Lotus Sunbeam units, Bilstein can refurbish any of their own classic dampers from any year. It's worth checking on certain popular

or volume models though, as you may find that full replacement units are better value than you think, meaning you can upgrade to all-new for a small premium. For rare, heavy or exotic units though, the smart money is on the refurb!



Damper dyno is able to test to see how far out of specification it is, and what's likely to need replacing

The process begins with sticking the original dampers on the finely-calibrated dyno, which allows Bilstein engineers to assess whether all components are in good shape before they begin. Along with a later visual inspection, this will dictate if any additional spares need to be used in the build. Everything is then thoroughly scrubbed in a gentle cleaning solution to remove all road dirt and detritus, revealing the state of the unit beneath.



The original plans are referenced to ensure that the damper's component parts are within spec



There is a lot of pressure inside the damper, so you can't just unscrew it. It's inserted into a rig...



... where the pressurised gas and air can be safely bled off/removed

on the polished rods, but even if this is the case with yours, at £29.94 each for the genuine replacement, it's not going to break the bank. All spares are available of course, but bodies rarely need replacing unless accident damaged.

The entire original shim-stack will be binned as part of the build, irrespective of condition, but before that happens, it is carefully laid out in order, to allow each one to be measured and logged. This is then



Each damper is painstakingly stripped down to examine what needs replacing or renewing



With the piston removed the examination of the components can begin



'Side load' can be evident on hard driven examples. In which case a replacement rod is required



The piston is inserted into a jig so it too can be disassembled and examined



The shim stack is laid out so it can be measured and logged, and is then replaced



It's a detailed process where exact measurements are taken at each step

cross referenced against the original drawing or build sheet for the unit, to ensure that it has arrived at OEM spec. Units occasionally have been changed by teams to suits different needs, and these can easily be matched, but the default setting is to rebuild to the factory standard spec. In the case of this build, the customer wanted the rear dampers to be a little stiffer for road-rallying, so that was taken into account during the rebuild. By altering the shim thickness, or order, as well as varying oil and gas specs, Bilstein's experienced techs can create any damper characteristic required. It's quite a black art, of course, and another reason to leave this kind of work up to the professionals. During this upgrade process, it's the added 'X' factor of experience that will make the damper feel as it should.

New shims are added in the correct order from the impressive and endless array of scrupulously clean drawers. Even though these damper builds are a common sight to the Bilstein techs, we were impressed to see that everything is still done to the letter, manually checking off each shim as it goes into the stack. No margin for human error here. Everything is checked and measured twice. How very German!

With the unit re-assembled, it's back onto the assembly rig to refill and re-gas the unit. Understandably, Bilstein is pretty coy about the exact specs of its factory damper oil, and uses only the very same during the refurb process, meaning that the end result will ride



The shim stack is vital for the damper's performance, and each one is hand-built to ensure accuracy

exactly as per 'day one'. It's worth thinking about, if you're contemplating having your units rebuilt elsewhere. Without the perfectly matched pairing of damper oil viscosity and temperature-handling capacity, combined with the shim-stack being perfectly arranged as per original, your beloved motor may not ride, or handle as well as it could do...

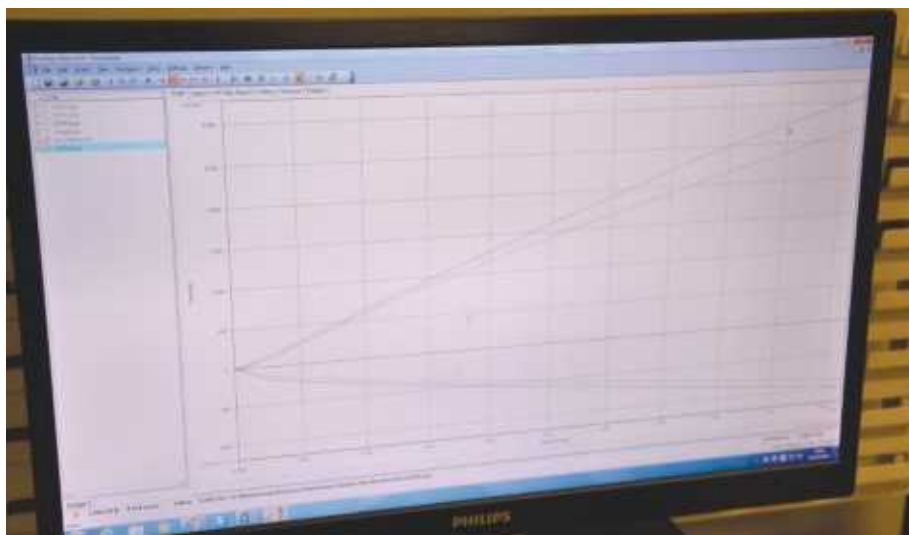
Once full, each unit is carefully torqued and cleaned again before being returned to the dyno for final analysis. Every damper has a pre-set curve and a maximum tolerance that it must adhere to. In theory, a damper rebuilt precisely to OEM spec will hit the perfect curve on the very first stroke, but occasionally, if a damper tube has seen



Each damper is rebuilt to OEM spec unless different characteristics are requested



Once rebuilt the damper is returned to the assembly rig for the unit to be re-gassed. Bilstein keep the exact specs of the factory damper oil a secret



heavy competition wear, for instance, it may not follow the line precisely. In these rare instances, the unit is then fully disassembled and re-shimmed, using a combination of complex calculations and many years of experience, to compensate for the unusual characteristics. Any damper can be made to perform precisely to spec with a little fettling and honing! In really extreme cases, the technical division can also resort to using all-new tubes if wear is really pronounced.

In summary, it's a fairly straightforward process and should be considered when it comes to renewing the damping of your cherished retro-ride. Internally at least, these units have now been rewound to an as-new condition at a fraction of the price that brand new equivalents would cost. Factor in the knowledge that you know these have been put together by technicians trained at the very same factory that made them in the first place, and it does become rather compelling. Consider the condition of your dampers and, especially if you frequent the track or stage, consider the possibilities of a refurb before throwing the chequebook at a full on replacement. *RC*



A final run on the dyno is required to ensure it's all as it should be, and replacement bushes are fitted when required. The end result should give a damper with 'as new' capabilities

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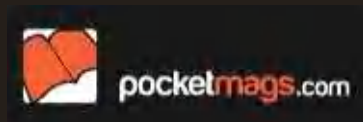
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SS SCRAPPAGE SCENE



Triumph Spitfire looked very salvageable

HIDDEN GEMS OF CARRON

It's amazing what you can find around the corner! Most scrapyards are full of normal and ordinary cars, but this one is packed full of rare and interesting motors. Words and Photos: Scott Blythe

As with a lot of the places I've visited, few people know of their existence. They remain hidden away behind high walls and angry fences. Locals may be aware that there are some scrap car shenanigans going on, but few know what treasures are to be found within. The scrapyard in question is more than just a breakers yard – the owners have actually imported a lot of cars over the years for restoration, with a particular interest of theirs being Triumph TRs.

I spotted a few oddities such as a Toyota Corsa, an armoured Range Rover with a very unusual rear door arrangement, a Mercedes W123 Limo and a Mk1 Polo. There were also a fine selection of British cars in LHD flavour which had been imported from the US, some salvageable, some only fit for spares.

On subsequent visits I found out that a lot of the cars were either awaiting restoration or were being stored for other people and the yard was no longer open to the public which seemed a bit of a shame. *RC*



We doubt this Humber Sceptre will ever see the road again sadly

Fibreglass Reliant Rebel does its best to resist the ravages of time



Deteriorating MG Roadster is a Texan import

Curious armoured Range Rover could be ex-MoD?



Toyota Corsa – Ever seen one on the road? Us neither



This Mk1 Polo really needs rescuing before it's too late



Primered panels suggest this may be a 924 in the process of being converted to 944 spec



TRs are plentiful, some in worse condition than others



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ACCENT



1996, 68,000 miles, £1,500. Future classic. MoT September 2016. Cloth interior manual. Metallic green. Vale Of Glen. 07530 200176 (HR)

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1959, 61,400 miles, £POA. Restored, no rust, just passed Italian MoT, comes with Italian Libretto, matching numbers. Will require DVLA registration. In fantastic running order and interior quality for age. Lived in north of Italy all it's life. Aberdeen. 07432 112816 (HR)

AUSTIN

A60 CAMBRIDGE



1963, £1,750. Tested January 2017 from Ireland with one owner. Name on log book and tidy vehicle. Grey bodywork with red interior. Its worth a look. Yorkshire. 07785 284980 (HR)

METRO 998

1989, £250 ono. Project Metro, no MoT, reasonable condition, light restoration required. Previously used daily. Currently stored in Hertfordshire. Offers encouraged. Cornwall. 07794 463865 / 01326 291380 (SN)

BENTLEY

BENTLEY MULSANNE TURBO

1987, £POA. All parts available and can be couriered. 07971 788885 (HR)

FERRARI

365 GTB/4 DAYTONA



1973, 27,791 miles, £POA. One of only 158 RHD models produced by Ferrari. Very low genuine mileage. The car is in beautiful condition. Many more pics available. 07528 412136 (HR)

FIAT

PUNTO



2003, 90,000 miles, £875. Bright red with grey interior, very neat & tidy. A small hatchback familyrun about. Superb smart car in every respect. Opening rear handy for shopping etc. Good stereo system. Some minor dents but no rust. New MoT, Taxed etc. Full service records / history in stamped-up dealership book. No texts please. East Sussex. 07890 836734 (HR)

FORD

ESCORT



1994, 55 miles, £1,195. Stainless steel sports exhaust, professionally carbon wrapped bonnet, original Ford alloys (been refurb), MOT May 2016. 07875 757907 (HR)

ESCORT 1.8D

1991, 90,500 miles, £750. White, clean and a tidy van. MoT till June 2016. Belts and oil changed last summer. Very reliable, only selling as need car now. Only 4 former keepers. Monmouthshire. 07934 114301 (HR)

MK1 FIESTA



1983, 27,000 miles, £4,000. Reluctant sale of my near on immaculate, crystal green, original radio, MOT'd, runs great. Hampshire. 07541 347107 (HR)

MK3 FIESTA

1995, £950. 1.3LXI automatic long MoT and tax on sorn. New gearbox, new tyres and new locks. Old MoTs. Interior is like new and has electric windows. Central locking, excellent condition. London. 07405 888953 (HR)

MODEL A COUPE



1930, £27,500. All steel. California import 2010.350 Chevrolet, 700 r4, 9" rear, SAC chassis, great history, 3rd owner since 1960. Recent restoration. Drives great. Essex. 07585 557848 (HR)

HUMBER

HAWK ESTATE



1967, £4,500 ONO. Very rare, needs TLC. Green/Green very original, auto. Lincolnshire. 01205 870067 (HR)

JAGUAR

SOVEREIGN XJ40



1994, 170,000 miles, £1,900. Lovely condition, son every winter. Garaged and very well maintained. Body excellent and alloys good. Wax oiled bonnet, boot, wings ect. Same owner since 2004. MoT till May 2016. Cheshire. 01513 552905 (HR)

X300



1995, £1,995. Sovereign 3.2, 121,000 miles, Flamenco Red, sun roof, 17inch celtics, good service history, recent MoT, owned for 7 years, reversing sensors, many new parts, excellent condition. Dorset. 07971 374004 (HR)

XJ EXECUTIVE 3.2



1996, £1,850. Last owner 16 years. All previous MoT tax disc. Excellent driver and no service. Body in very good condition as is paint. Essex. 02085 088347 / 07870 821033 (HR)

JENSEN

JENSEN INTERCEPTOR



1975, 24,000 miles, £45,000. Right hand drive, 11 months MoT. Very good condition. Essex. 01206 305916 (HR)

MAZDA

MX-5 1.6 SE



1992, £1,350. Excellent condition. Black with tan leather interior. Mk I. 12 months MoT. Later type alloys. New parts include radiator discs, callipers, pads and tyres. All under 300 miles. Modern appreciating classic. Hants. 01420 489778 (SN)

MERCEDES-BENZ

280SE



1986, 95,454 miles, £Best Offers Over £8,000. Repainted, re trimmed in pale green leather, alloy wheels, new windscreen, brakes o/hailed, new front calipers and pads all round. Under sealed/waxoiled, detailed engine bay, factory sunroof. F.S.H. Good tyres. This vehicle was on display in local Mercedes Dealership for the last 7 months and is now up for sale as surplus to needs. Drives really nice. West Yorkshire. 01977 616018 (SN)

SLK 2.3 KOMPRESSOR



1999, 128,000 miles, £2,695 ono. Convertible auto, MoT July 28th 2016. Full Merc service history, all MoT's and loads of bills for previous work. New stainless steel exhaust power flow. Black leather, Sony CD, all electric's, air con, cruise stability control. And in excellent condition. 07940 083830 / 01612 929763 (SN)

W123 300TD



1984, 275,000 miles, £3,500. Diesel estate. MoT December 2016. 4 speed manual. Light grey and good blue cloth interior. Very well running engine and drives excellent due to replaced suspension, steering and brake components. Solid clean body and underside good history, economical. Dorset. 01963 210579 (HR)

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CITY E

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MAYFAIR



1989, 47,512 miles, £2,600 ovno. Unfinished project. When taken off road in 2004, bodywork very good, car was running 2 years ago. Now has radiator, water pump, brake/clutch cylinders, servo, heater removed. New parts all ready to rebuild. Bucks. 07977 570352 (HR)

MINI CITY E

1987, £0offers. 3 engines and rebuilt and also re-sprayed. 2 sets of Mini litres and tyres. Disc front super finn rear every peice and part to complete walnut dash. Serious offers only. Barnstaple. 07917 529050 (HR)

ROVER MINI 1275CC



1991, 16,400 miles, £2,995. Auto, stereo, MoT July 2016. Exceptional condition throughout. Any trial must be seen. Yorkshire. 07977 171542 (SN)

MORGAN

SUPER SPORTS MX2



1937, £40,000. Matchless air-cooled V-twin barrel-back trike. Fully restored, parts supplied by and under supervision of 'Morgan Guru' Chris Booth Morgan TW Museum. Factory & MTW club records confirming original chassis, engine, build numbers. Serviced & supplied by Verralls Classic MC's with FSH. No texts please. Sussex. 07890 836734 / 01273 622722 (SN)

MORRIS

CV11/40

1946, £0Offers. Side value, petrol engine, stripped down. Also gearbox for above. Lancashire. 01772 600074 (HR)

MINOR 1000



1971, £4,500 ONO. 4 door and powder blue. MoT 10.08.2016. All restored blue interior. Some spares and a nice car. Camarthen. 01267 236348 (HR)

MINOR MINOR



1971, £3,750. Ex police car restored 2013. Many new parts fitted, too many to list. Bills, photos, DVD to support. Comes with police box and magnetic signs for doors. Leicestershire. 01530 815622 (MU)

OXFORD M.O.



1953, £2,750 ono. Needs T.L.C. Grey. Solid base for a nice car. Very original. No MoT. Belts, tax, needed. Lincolnshire. 01205 870067 (RB)

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300 ZX



1990, £3,600. Very nice classic. Excellent condition, no rust, no rot and MoT. 07761 411585 (HR)

RENAULT

CLIO RL

1997, 34,000 miles, £550. Red 1.4 automatic 3 door hatchback. Full service history. Very good condition, first to see will buy, MoT. Middlesex. 020 8842 0459 (HR)

RILEY

RME



1954, £10,500. Drives extremely well, very comfortable ride. In class condition. All woodwork in good condition. Good chrome. Good leather. Always garaged. Devon. 01822 855651 (HR)

ROVER

618IS



1998, 95,000 miles, £875. Honda engine, MoT Jan 2017. Cam belt replaced, alloy, stacking CD, half leather drive wheel. No offers. Hants. 07989 476930 (SN)

P6 V8 3500 SERIES 1



1970, 93,000 miles, £4,950 ono. Automatic, zircon blue, creme leather interior. Been in Heart Beat and the Royal, power steering lovely to drive. Durham. 01388 451397 (BM)

STANDARD

8 SALOON



1954, £4,750. Complete bare metal re-spray. No rust anywhere. Many photos to show. Starts on the button. Original features including trafficators, tax and insurance to demonstrate. 07890 003654 (HR)

TAXI

LONDON TAXI TX1



1998, From £2,850. Finished in gleaming black with contrasting interior occasional seats, glass divider, CD system, walnut veneer dashboard, automatic, power steering, wheel chair access, always garaged. Excellent value. Drives superb, choice of 10. (T). 01322 669081 - 07836 250222 (MC)

TOYOTA

LANDCRUISER GX



1989, 157,000 miles, £1,050. 4 litre diesel, runner, needs welding to rear body mounts, detailed history, updated OME suspension. 07789 702887 (SN)

LANDCRUSIER



1999, £8,995. Low mileage, reluctant sale. In good condition. Full service history. York. 07970 973131 (HR)

MR2 GT



1991, 162,000 miles, £1,950. Full leather interior. MoT august 2016. New cam belt & water pump just serviced. Lovely car to drive. Good condition. 07729 915479 (HR)

TRIUMPH

SPLITFIRE

1972, £POA. Complete car for easy restoration, complete with hard & soft top, for further details please call. Lancashire. 01257 483280

TR7 DROPHEAD



1981, 87,540 miles, £4,395 Price includes shipping to the UK. Fantastic history file, currently SORN but sold with new MoT. Superb condition & value. (T) Full description at www.cathedral-classics.com. +49 5254 6408311 (MC)

VAUXHALL

CAVALIER



1994, 77,000 miles, £1,500. Lady Owner over 14 years. Full MoT, timing Belt and water pump renewed. Every MoT certificate available. TSW alloys and stainless steel exhaust. Radio, cassette and 6 CD changer. Original wheels, trims and radio available (in storage) immaculate condition inside and out. No better example - worth viewing. 0114 232 5616

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VOLKSWAGEN

BEETLE 1.6

1970, £7,000. Restored by VW specialist in Exeter. Body off windows out respray. Chassis like new. MoT with no advisors. A lot of time and money spent to a near show. Standard historic vehicle. Devon. 07966 727577 (SN)

VOLVO

850 SE



1994, £450. 2.5 petrol, excellent condition, some history, 12 month MoT. This car appears bullet proof, and must be a future classic. I would like quick sale hence the price. East Yorks. 01759 380121 / 07976 938173 (SN)

WOLSELEY

WOLSELEY



1952, £7,400 ono. Excellent all round. Lots of history with old tax discs. Drive away today. With 12 months MOT. Shropshire. 07518 366667 (HR)

PARTS FOR SALE

2 ELEVATING ROOFS

£POA. For camper van, one fibre glass and one alloy will fit transit size vans. Phone for details and price, ask for Kevin. Cleveland. 07746 711490 (HR)

2 X GOODYEAR F1 TYRES

£100. 195 x 16 To fit MG TF, nearly new. Sussex. 01273 473182 (SN)

2 X REAR DOORS

£60 for both. For a Morris 1000 van. Plus lots of other spares-Too many to mention. Dorset. 01725 517591 (SN)

200



£10 + P&P. Coupe/saloon/estate used RH rear lamp in excellent unmarked condition. Complete with bulb holder & gasket. Was from my show car. Yorkshire. 075306 49224 / 01430 861636 (HR)

4 JAGUAR WHEELS



£295. To fit XJ6. Pirelli tyres. 225x60x16, 7mm approx tread, excellent condition for year. Part number: MNC6113AA. Dorset. 07971 374004 (HR)

4 TYRES

£Various. 185/14 good condition £8 each, plus P&P. Pair square 8 lens covers £5 each. 4 wire wheel spinners E-Type or Mk II, good condition but need re chrome £8 each. All plus P&P. Many P6 Rover spares ring & ask. Lancashire. 01617 972294 (SN)

ALLOY WHEELS



£295. 01612 929763 / 07940 083830 (HR)

DUNLOP ALLOYS



£325. 5.00 CX10 LP922 made in England these 5 wheels are original not reproduction and unrestored in immaculate condition with central caps and chrome nuts taken off of my MK 1 Cooper. 020 8501 2132 (HR)

FORD CORTINA / CAPRI



£POA. 1980/1970, Mk 5 Ford Cortina head light panel, Ford Capri Mk1 parcel shelf. Bedfordshire. 07706 886850 (SN)

FORD CORTINA 1600E DOORS

£POA. Woods, back axle, prop shaft, steering wheel, reversing lights and badges. Yorkshire. 07702 417760 (SN)

JAGUAR POWER STEERING BOX

£450. Manual steering box jag recon £350. 2 power steering idlers new £80 each. set of spoke wheel hubs with spinners £360. all parts new, shop soiled never used. Hampshire. 01252 871778 (HR)

LAND ROVER SERIES 3

£POA. 1 starter motor, 2 alternators, speedo clock, new fuel pump and many other parts available, please call for more information. Bedfordshire. 07751 264253

MESSERSCHMITT

£Offers. 2 hub caps. 1 spare wheel. 1 fuel tank. 1 air filter. Powys. 01686 650195 (HR)

METRO 1.1

1994, £250 ONO. Selling complete car spares or repairs non runner and some new parts. Buckinghamshire. 07486 101903 (HR)

MG ALLOY WINDSCREEN

1970, £30. Surround fit model with centre rod. Leton engine hoist easily with centre rod. Dunlop tyre 4 x 19 fits Austin seven for £20. Suffolk. 014440 760966 (HR)

MG MAESTRO 2 LITRE EFI

1989, £25. Spare alloy wheel and tyre virtually unused and pair of new front discs still in packaging. Surrey. 01483 829077 (HR)

MG1100

1966, £50. Engine and gearbox removed in 1983 and dry stored by 1300. Also grill with rad muffs purpose made off rock large £10 each and buyer collects. Kent. 01622 920074 (HR)

PARTS



£POA. Lamps, lenses, mirrors. Phone for details. Norfolk. 01328 700426 (HR)

RESTORATION PROJECT



1979, £750 ONO. Partly dismantled, many parts cleaned and painted. As new sub frames, many spares and low mileage. Engine from second mini, dry stored from 1993. Devon. 01626 354561 (HR)

ROVER P6

1972, £Various. Dash round dials, R.P.M, fuel - temp, amps - oil £6 each + £3 P+P. Front - rear windscreen £10 each, bonnet £20, boot lid £20 and spare wheel cover £10. Staffs. 01782 856918 (SN)

VOLVO 850 TDI ESTATE

1996, £Various. Bonnet in primer £20. 5 speed manual gearbox £50. Front subframe £25. Rear axle £25. Exhaust system £30. Front and rear bumpers £25 each. Front inside roof light beige £30. Other parts also available. please ring. Norfolk. 01603 737086 (HR)

VOLVO 940 SE ESTATE

1991, £10. Headlamps complete with indicator lenses, wash wipe and electric ariel, floor carpet mats, rear lenses, distributor cap, leads, flywheel sensor, tailgate struts, hubcaps, air mass meter. London. 07758 817489 (HR)

XK120 / 140 / 150



£100. Two stainless steel silencers with two inch bore both ends. Further info available on request. Surrey. 07805 664847

PARTS WANTED

MERCEDES BENZ 240D

1974, Wanted. 114/115 model. Square headlamp type. Oil cooler. Staffordshire. 07922 953439 (HR)

PEUGEOT 106 OR ROVER METRO

£Offers, Wanted. TU diesel engine & gear box, less than 30k. Bristol. 07510 171711

CARAVANS & MOTORHOMES

KONTIKI 6 BERTH

£5,500. Good condition. Yorkshire. 07702 417760 (SN)

SPRITE



£299. 14ft in good order. One lady last 12 years with no children or pets. Cheshire. 07801 442626 (HR)

TALBOT AUTO CAMPER



1989, £3,650. Coach built, good clean condition with recent MoT. New radiator plus battery cycle rack. Swansea. 01792 895396 (HR)

MISCELLANEOUS

400 OXT



£800. On retention certificate, valued at £1,400. 07966 501895 (HR)

ASTON MARTIN MODELS

£Offers. James bond models with bullet proof and injector seat. 1966 and have 2 cars, one silver and one gold. I do not have other cars. Devon. 07971 687318 (HR)

CASTROL OIL DRUM



£40. York. 07970 973131 (HR)

Retro Car Insurance

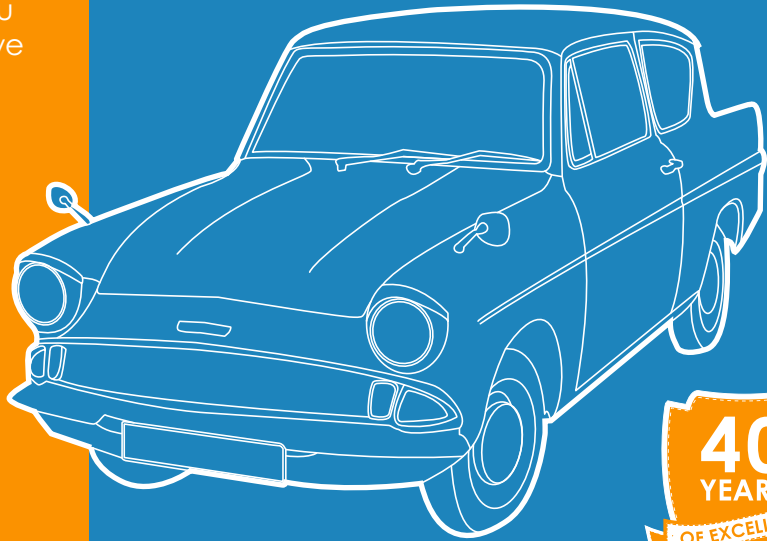
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ASTRA GTE

I have owned Astra GTEs for over 20 years and currently also own an ex-GM Dealer Sport pre-production British Rally Championship winning Astra GTE Rally Car but that is in storage awaiting restoration.

This GTE is a low owner/low mileage example with full history with all paperwork going back to when it was new that has never been restored or welded, and is still on all its original panels. The lower side graphics were fitted when the car was new and come from an accessory range called Stars in Stripes and make the car very unique having never seen another like it.

It has been off the road for nearly two decades locked away in storage since the 90s by the previous owner and really is a time warp car still fitted with a 25 year old car phone, last valid tax disc and an old defunct car club sticker

I have recently recommissioned the car and it is now fully road legal again and it recently won best car at a local charity car event

It was tastefully modified in the early 90s with Compomotive wheels, Spax adjustable suspension, some engine mods and most recently a custom stainless exhaust



Hope you like it!
Mark McClelland

Awesome car Mark, and a rare sight these days, especially in this condition. Make sure you send us some pics of your rally car once it's completed!

FACEBOOK CARS

Go to www.facebook.com/RetroCarsMagazine and post your pictures and we'll pick a selection each month!



Maurizio Mililli



Al Hajry



Chris Murray

MARINA 1700

Here's my old O-Series Marina. I've owned it for 12 years and only got it roadworthy last February, passing its MoT first time in 22 year's! I'm the third local owner, having bought it from my friend's wife, sadly after her father passed. It was previously owned by his brother. I've replaced all the necessary mechanical parts, and am hoping to repaint it in the original special order Tara Green finish soon.

It's got banded steels, a modified Mk3 Cortina stainless exhaust, Renault 5 Turbo steering wheel, de-bumpered and a few other subtle mods. I've recently set up my own bodyshop, and a few of us have a collection of eclectic classics including a Series 2 RS Turbo, a Mk2 Golf, a Mk1 Golf, an RS1600i and a 66 Splitty van.

Pete Ayling

Looks like an interesting and unusual project you've got there Pete, loving the wheels!



KADETT C COUPE

Here is my fully restored Kadett on custom springs and 8x15in Powertechnics.

Plans over the coming months include some custom fabrication on the front end, thinner classic mini bumpers adapted to fit flush to the body, a respray (it's spotless but two shades at present), a Manta GTE interior and a stealth speaker install.

Maybe next winter an engine conversion – it's a 1.2S (60bhp OHV engine) currently but I'm in no rush for more power just yet. Probably a LET like my old Mk2 Cav.

John-Paul Davison

Great looking example of an under-appreciated classic John-Paul. We look forward to seeing the bodywork additions too!



Bill Montgomery



Bjørn Grande



James Cumming

NEXT ISSUE:

MAY ISSUE ON SALE MARCH 18TH

THE RETURN OF A LEGEND: HKS R32...



PLUS... FOR WHEN ONE INSANE JAG SIMPLY ISN'T ENOUGH...



Contents subject to change...



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Here's one we built earlier...
...can we build a set for you?

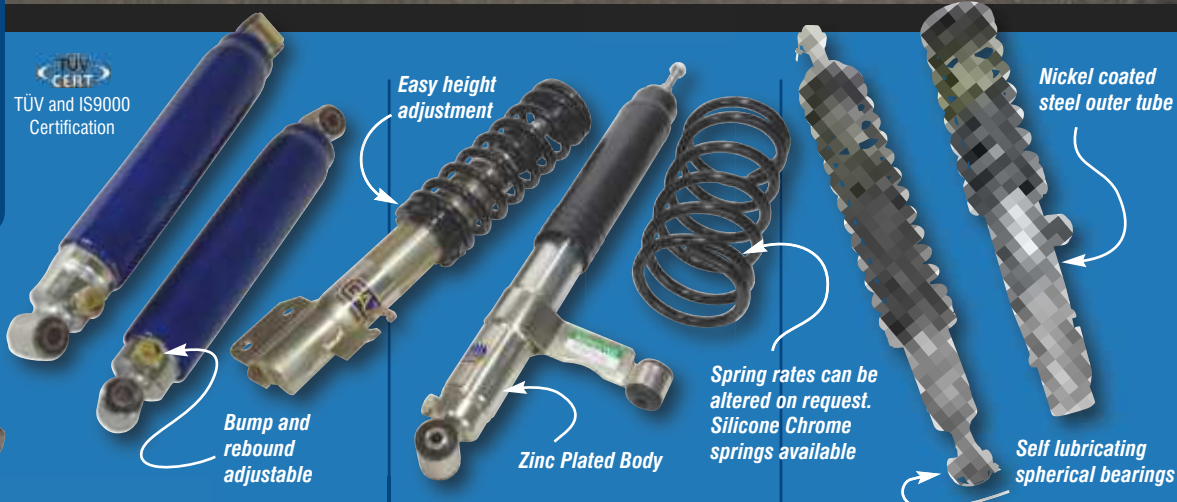


Escort MkII

GAZ Gold Coilovers for Escort MkII now come with the option of **Brand New Steel Stub Axles** already welded into position. No need to supply donor stubs!

NEW!

Coilover kits available for Lotus Cortina Mk1 & Mk2, Cortina 1600E & GT, Popular & Anglia Conversions, RS Cosworths, Escort Turbos, Escort Mexico, RS 1600i, XR2 Fiesta and most other classic Fords

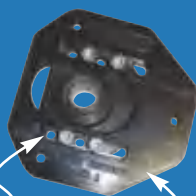


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Provides camber adjustment for tarmac motorsport and the serious track day enthusiast. (Not suitable for road use).

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All units in all our ranges can be purchased individually or repaired, by return, in the event of an accident. Leda rebuild service also available.

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Gaz GHA height adjustable kits are primarily made for the modified road car market.

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